

SURGEONS AND PHYSICIANS

Aledo, Ill.	DR. L. E. ROBINSON	Surgeon.
Astoria, Ill.	DR. H. T. BAXTER	Surgeon.
Beardstown, Ill.	DR. B. A. DeSULIS	Surgeon and Examiner.
Beardstown, Ill.	DR. T. G. CHARLES	Surgeon.
Beardstown, Ill.	DR. R. D. BURLEY	Surgeon.
Buda, Ill.	DR. A. G. EVERHART	Surgeon.
Bushnell, Ill.	DR. R. L. FRANCK	Surgeon.
Bushnell, Ill.	DR. B. ROAN	Surgeon.
Canton, Ill.	DR. E. P. COLEMAN	Surgeon.
Clinton, Ia.	DR. J. E. O'DONNELL	Surgeon and Examiner.
Centralla, Ill.	DR. H. D. GILLETTE	Surgeon and Examiner.
Centralla, Ill.	DR. M. K. HIRSHFELDER	Eye Specialist.
Centralla, Ill.	DR. E. F. STEPHENS	Surgeon and Examiner.
Centralla, Ill.	DR. K. VENTERS	Surgeon and Examiner.
Christopher, Ill.	DR. L. L. LOVE	Surgeon.
Davenport, Ia.	DR. W. G. BESSEMER	Surgeon.
East Alton, Ill.	DR. L. D. ARCHER	Surgeon.
E. St. Louis, Ill.	DR. C. F. ALDERSON	Surgeon and Examiner.
E. St. Louis, Ill.	DR. O. J. CULBERTSON	Surgeon.
Fulton, Ill.	DR. M. J. VRUNO	Surgeon.
Galesburg, Ill.	DR. R. L. CANNON	Eye Specialist.
Galesburg, Ill.	DR. B. W. COAN	Surgeon and Examiner.
Galesburg, Ill.	DR. S. M. HANAUER	Surgeon.
Galesburg, Ill.	DR. G. K. SMART	Eye Specialist.
Girard, Ill.	DR. H. A. FINNEY	Surgeon.
Jacksonville, Ill.	DR. F. A. NORRIS	Surgeon.
Jacksonville, Ill.	DR. A. G. SCHULTZ	Eye Specialist.
Lewistown, Ill.	DR. E. F. BAKER	Surgeon and Examiner.
Lewistown, Ill.	DR. R. T. EWAN	Surgeon.
Litchfield, Ill.	DR. C. H. SIHLER	Surgeon.
Macomb, Ill.	DR. J. H. HERMETET	Surgeon.
Macomb, Ill.	DR. W. W. HOLLAND	Surgeon.
Moline, Ill.	DR. L. A. DONDANVILLE	Surgeon.
Moline, Ill.	DR. H. ARP	Surgeon.
Metropolis, Ill.	DR. G. F. CUMMINS	Surgeon.
Monmouth, Ill.	DR. H. G. EBERSOLE	Surgeon.
Paducah, Ky.	DR. W. P. SIGHTS	Surgeon and Examiner.
Peoria, Ill.	DR. H. F. DILLER	Surgeon and Examiner.
Quincy, Ill.	DR. J. F. MERRITT	Surgeon and Examiner.
Quincy, Ill.	DR. J. L. ROUNER	Surgeon.
Quincy, Ill.	DR. W. STEVENSON, Jr.	Eye Specialist.
Rock Island, Ill.	DR. C. P. O'NEILL	Surgeon and Examiner.
Rushville, Ill.	DR. C. K. CAREY	Surgeon.
Savanna, Ill.	DR. J. B. SCHREITER	Surgeon and Examiner.
Savanna, Ill.	DR. L. B. HUSSEY	Surgeon and Examiner.
Sterling, Ill.	DR. C. J. MUELLER	Surgeon and Examiner.
St. Louis, Mo.	DR. R. A. SUTTER	Surgeon and Examiner.
St. Louis, Mo.	DR. P. HEINBECKER	Surgeon.
St. Louis, Mo.	DR. R. C. McELVAIN	Surgeon.
St. Louis, Mo.	DR. R. E. MASON	Eye Specialist.
Virden, Ill.	DR. F. E. ANSPAUGH	Surgeon.
West Frankfort, Ill.	DR. C. H. WILLIAMS	Surgeon.
Whitehall, Ill.	DR. F. McLAREN	Surgeon.

Whenever any person other than a trespasser sustains injuries on Company property, requiring immediate medical attention, the nearest Company Surgeon should be summoned by the officer or employe of highest rank present.

In case of emergency when the attendance of the Company Surgeon cannot be had at once, the most available surgical aid should be called to serve until the Company Surgeon arrives. No important surgical operation should be made previous to the arrival of the Company Surgeon, except such as may be required for the immediate safety of the patient.

In case of injury to trespassers, a physician—the Company Surgeon when available—should be summoned only in case the injury renders the patient incapable of seeking medical attention himself. An injured trespasser should not, except in emergency, be removed from the county in which the injury occurs, but arrangements should be made to turn the patient over to the county authorities in case he cannot provide for his own care after emergency service has been rendered.

DR. R. B. KEPNER,
Chief Medical Officer,
Chicago, Illinois.

Chicago, Burlington & Quincy Railroad Company

LINES EAST OF THE MISSOURI RIVER

TIME TABLE

OF THE

GALESBURG AND BEARDSTOWN DIVISIONS

No.

4

EFFECTIVE AT 12:01 A. M.

CENTRAL STANDARD TIME

SUNDAY, OCTOBER 27, 1957

DESTROY ALL TIME TABLES OF PREVIOUS DATE

This Time Table is for the exclusive use and guidance of the employes concerned, who must carry in addition thereto the Book of Rules of the Operating Department.

Galesburg and West Quincy—Subdivision

GALESBURG AND BEARDSTOWN DIVISIONS.

TIME TABLE No. 4.

EFFECTIVE OCTOBER 27, 1957

SOUTHWARD				Signs	Mile Post Location	STATIONS	Capacity of		Office Open Week Days Except Saturday	NORTHWARD			
FIRST CLASS							Sidelings	Other Tracks		FIRST CLASS			
Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger							Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger
	55	35								56	36		
	A.M. 12:43	P.M. 3:06		B.C.K.O.R. T.W.Y.Yd.	162.42	GALESBURG (Interlocked)			Continuous.	A.M. 4:25	P.M. 5:38		
				Y. Yd.	162.95	KNOX STREET (Interlocked)			Continuous.				
	12:48	3:11		R. Yd.	166.24	WATERMAN (Interlocked)			Continuous.	4:10	5:26		
	f 12:56				172.30	ABINGDON	80		7:00 a.m. to 4:00 p.m.	f 4:05			
				F.	178.34	ST. AUGUSTINE	13		No Office.				
					182.77	AVON	58		8:00 a.m. to 5:00 p.m.				
				F.	185.54	PRAIRIE CITY	33		No Office.				
					191.40	BUSHNELL			5:00 a.m. to 1:00 p.m. 3:00 p.m. to 11:00 p.m.	f 3:45	f 5:05		
	s 1:18	f 3:32		B.K. W.Y.	195.95	C.B. & Q. Crossing (Inter'l'kd) T.P. & W. Crossing (Inter'l'kd)			No Office.				
				F.	202.28	BARDOLPH	28		No Office.	s 3:31	s 4:55		
	s 1:35	s 3:42		F.K.O.	209.29	MACOMB	140		No Office.				
				F.	211.69	COLCHESTER	50		No Office.				
				F.	217.44	TENNESSEE	23		No Office.				
				F.	221.86	COLMAR	55		No Office.				
				F.	225.91	PLYMOUTH	20		No Office.				
	f 1:55	f 4:04		F.	232.30	AUGUSTA	140		No Office.	f 3:05	f 4:33		
				F.	235.19	LA PRAIRIE	15		No Office.				
					240.91	Wabash Crossing (Inter'l'kd) GOLDEN	130		No Office.				
				F.	245.94	CAMP POINT	29		No Office.				
				F.	248.16	COATSBURG	24		No Office.				
				F.	251.64	PALOMA	17		No Office.				
				F.	254.25	FOWLER	22		No Office.				
				F.	258.80	EWBANKS	140		No Office.				
				F.	261.40	24th Street Switch			No Office.				
				F.Y.	136.90	CARTHAGE JUNCTION			No Office.				
	A 3:00 A.M.	A 4:58 P.M.		R.K.W. B.Y.O.	101.08	WEST QUINCY			Continuous.	L 2:20 A.M.	L 3:50 P.M.		
	2:17 44.3	1:52 54.2				SCHEDULE TIME				2:05 49.5	1:48 56.2		
						AVERAGE MILES PER HOUR							

Two main tracks between M. P. 166.60 south of Waterman and M. P. 192.44 Bushnell. Rules D-251, D-252, D-253 and D-254 in effect.

Automatic Block System in effect between M.P. 166.55 south of Waterman and M.P. 188.81 north of Bushnell.

Manual Block System; Rule 318(B) in effect for trains moving against the current of traffic with Form D-R train order.

Centralized Traffic Control in effect between M.P. 163.04 Knox Street and M.P. 166.24 Waterman, and between M.P. 188.81 north of Bushnell and West Quincy.

No train order signal Galesburg. Conductors and Enginemen of passenger trains must have Clearance Form A.

Southward trains leaving West Departing Yard, Galesburg, will not require Clearance Form A.

Train order signal located 300 feet south of overhead bridge, Waterman, governs southward trains leaving West Departing Yard; normal indication, proceed.

Trains will call Waterman, Local 262, from phone at south end of yard before backing in on their train to ascertain whether there are any orders for them; if so, trainmen will go to Waterman for them.

Trains departing from West Departing Yard, Galesburg, will call Yardmaster at Innsville, Local 259 or 303, from phone located near switches at south and west ends of tracks to ascertain which track train is being made up on and whether yard engine is pulling or shoving their train out.

No northward train order signal Knox Street, northward passenger trains will not require Clearance Form A.

No southward train order signal at Knox Street, southward trains will not require Clearance Form A.

No northward train order signal at Waterman, northward trains will not require Clearance Form A.

Passenger trains need not register at Waterman. Freight trains will register by ticket at Waterman.

No train order signal West Quincy. Conductors and Enginemen must have Clearance Form A.

Controlled sidings: Macomb, Colchester, Augusta, Golden, Camp Point and Ewbanks.

Spring switches: South end of sidings Macomb, Colchester, Augusta, and Camp Point. North end of siding Golden.

Dual Controlled switches: Crossovers M.P. 188.91, M.P. 192.45, Jct. switch M.P. 192.49, north end of sidings Macomb, Colchester, Augusta, Camp Point and Ewbanks. South end of sidings Golden and Ewbanks.

(Concluded on page 3)

Galesburg and West Quincy—Subdivision

GALESBURG AND BEARDSTOWN DIVISIONS.

TIME TABLE No. 4.

EFFECTIVE OCTOBER 27, 1957

Railroad crossing:

Bushnell—CB&Q and TP&W, M.P. 191.40, interlocked and remotely controlled by train dispatcher Galesburg. Interlocking signals are a part of the CTC system. Rules 525, 526 and 663 in effect.

Golden—Wabash, M.P. 235.19, interlocked and remotely controlled by train dispatcher Galesburg. Interlocking signals are a part of the CTC system. Rules 525, 526 and 663 in effect.

Saluda on Northward track M.P. 167.86, capacity 4 cars.

Ohio Oil Co. track M.P. 216.50, capacity 21 cars.

Power Spur M. P. 257.24, capacity 4 cars.

OFFICE OPEN SATURDAY AND SUNDAY:

Galesburg, Knox Street, Waterman and West Quincy continuous.

Bushnell; Saturday 5:00 a.m. to 7:00 a.m. and 5:30 p.m. to 8:30 p.m.

**Sunday 5:00 a.m. to 8:00 a.m. and 7:30 p.m. to 10:30 p.m.
Other offices closed.**

FREIGHT TRAINS (Information only)

No. 73-70	No. 63-62	No. 75	No. 61	No. 67	No. 77		No. 70	No. 96	No. 74	No. 61-64	No. 73-66
6:00 A.M.	5:00 A.M.	5:15 A.M.	7:30 A.M.	5:45 P.M.	10:45 P.M.	..... WATERMAN	6:00 A.M.	7:30 A.M.	6:00 P.M.	7:45 P.M.	9:30 P.M.
		8:30 A.M.	12:01 P.M.	8:45 P.M.	1:25 A.M.	..... WEST QUINCY	3:05 A.M.	3:45 A.M.	2:55 P.M.		
6:45 A.M.	5:45 A.M.					..... BUSHNELL				7:00 P.M.	8:30 P.M.
8:15 A.M.	7:30 A.M.					..... BEARDSTOWN YD.				5:00 P.M.	6:45 P.M.
		No. 91		No. 75			No. 70		No. 68		
		11:00 A.M.		1:45 A.M.		..... PEORIA	9:15 A.M.		1:00 A.M.		
		1:30 P.M.		4:00 A.M.		..... GALESBURG	7:00 A.M.		10:30 P.M.		

Lass and Ebner—Subdivision

SOUTHWARD				Office Open Week Days Except Saturday	Signs	Mile Post Location	STATIONS	Capacity of		Office Open Saturday and Sunday	NORTHWARD			
SECOND CLASS	FIRST CLASS							Sidings	Other Tracks		FIRST CLASS			
Tuesday Friday Way Frt.		Daily Passenger									Daily Passenger			
86		48		Continuous.		70.31	..... EBNER			Continuous.				
A. M. L 7.32		A. M. L 5.43		8:00 a.m. to 5:00 p.m.		64.37	..... FULTON	14	52	Closed.			P. M. A 11.32	
s 8.05		s 5.54		No Office.	F.Y. Yd.	62.61	..... C. & N. W. Crossing (Interlocked) EAST CLINTON		15	No Office.			11.14	
8.10		5.58		Continuous.	B.K.O.R. Yd.		..... CLINTON			Continuous.			11.10 P. M.	
s 8.30		A 6.05 A. M.		No Office.		62.61	..... EAST CLINTON		15	No Office.				
8.38				No Office.		62.43	..... C.M.St.P. & P. Cross. (Grade)			No Office.				
s 8.55				No Office.	F.	59.35	..... GARDEN PLAIN		21	No Office.				
A 9.10 A. M.				No Office.	F.R.	54.06	..... LASS			No Office.				
1:38 8.8		0:22 25.0					..... SCHEDULE TIME						0:22 25.6	
							..... AVERAGE MILES PER HOUR							

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.
Manual Block System; Rule 318(B) in effect.
Rule 907 in effect.
No train order signal at Clinton. Conductors and Enginemen must have Clearance Form A when operator on duty.
Normal position of switch at Lass is for Oliver line.

Normal position of south wye switch East Clinton is for Clinton line. In entering the C. & N. W. tracks at Clinton and East Clinton trains will be governed by signal indication.
Trains between Clinton Union Depot and C. & N. W. Interlocking at Clinton have no timetable superiority; all trains and engines must move at reduced speed. C. B. & Q. and C. M. St. P. & P. trains and engines will use this track jointly.
MARKMAN, M.P. 55.39, capacity 12 cars.

Terminal Jct. and Barstow—Subdivision

SOUTHWARD				Office Open Week Days Except Saturday	Signs	Mile Post Location	STATIONS	Capacity of		Office Open Saturday and Sunday	NORTHWARD			
FIRST CLASS								Sidings	Other Tracks		FIRST CLASS			
		Daily Passenger									Daily Passenger			
		48		7:00 a.m. to 11:00 p.m.	CKRO B.T.Yd.	252.80	..... ROCK ISLAND			7:00 a.m. to 9:00 a.m. 3:00 p.m. to 11:00 p.m.			P. M. A 8.10	
		A. M. L 8.05					..... 0.64							

Trains between Rock Island and Terminal Jct. are governed by rules and time table of D. R. I. & N. W. Ry.

		8.08		No Office.		252.16	..... TERMINAL JCT.	48		No Office.			8.07	
				No Office.		250.25	..... C. R. I. & P. Cross. (Grade) ..			No Office.				
		s 8.25		8:00 a.m. to 5:00 p.m.	O.K.Yd.	249.59	..... MOLINE	25		Closed.			s 8.00	
		s 8.37		7:30 a.m. to 4:30 p.m.	Yd.	245.80	..... EAST MOLINE		65	Closed.			s 7.39	
				No Office.	F.	244.72	..... C.M.St.P. & P. Cross. (Grade) ..			No Office.				
		A 8.48 A. M.		Continuous.	W.C.Y. R.B.Yd.	241.39	..... SILVIS TRANSFER			No Office.				
		0:43 15.8					..... BARSTOW			Continuous.			L 7.25 P. M.	
							..... SCHEDULE TIME						0:45 15.2	
							..... AVERAGE MILES PER HOUR							

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.
Manual Block System; Rule 318(B) in effect.
No train order signal Rock Island and Barstow. Conductors and Enginemen must have Clearance Form A when operator on duty.
Time shown at Rock Island for information only.
Extra train with No. 71's connection leaves Rock Island 6:00 P. M. to arrive Barstow 7:30 P. M. daily except Sunday.
Extra train with No. 72's connection leaves Barstow 4:20 A. M. to arrive Rock Island 5:45 A. M. daily except Sunday.
No. 47 and No. 48 will use Wall track 29th Street to 20th Street crossover Rock Island, Rule 93 in effect.

Passenger trains use passenger main track at East Moline unless otherwise instructed.
When meeting at East Moline, superior trains will use passenger main track unless otherwise provided.
Unless otherwise provided, freight trains will use C. B. & Q. main track between 7th and 13th Streets, East Moline, and must have Clearance Form A when operator on duty. Normal position of switches for C. B. & Q. main track.
Train and engine movements over C. R. I. & P. Crossing, located between Terminal Jct. and Station No. 3 will make stop at Stop Signs, and when Pole Target at switch shanty is in horizontal position, may proceed over crossing on proper signal from switchtender with yellow flag or light.

Savanna and Galesburg—Subdivision

GALESBURG AND BEARDSTOWN DIVISIONS.

TIME TABLE No. 4.

EFFECTIVE OCTOBER 27, 1957

SOUTHWARD					STATIONS	Signs	Distance from Savanna	Mile Post Location	Capacity of		Office Open Week Days Except Saturdays	NORTHWARD			
SECOND CLASS				FIRST CLASS					FIRST CLASS	SECOND CLASS			Daily Ex. Sunday Time Freight		
Daily Ex. Sunday Time Freight	Tuesday Friday Way Freight	Daily Time Freight	Daily Time Freight	Daily Passenger					Daily Passenger	Daily Time Freight		Daily Time Freight		Daily Time Freight	
72	86	82	80	48	SAVANNA	S			Slidings	Other Tracks	Continuous	47	97	81	71
				A. M. L 5.22		B.K.R. Yd.					No. Office.	P. M. A 11.59			
					0.79						No. Office.				
					0.21						No. Office.				
					CMStP&P Crossing (Int'l'kd)						No. Office.				
					CMStP&P Crossing (Int'l'kd)						No. Office.				

Trains between Savanna Tower and Savanna are governed by time table of La Crosse Division

SOUTHWARD				STATIONS	Signs	Distance from Savanna	Mile Post Location	Capacity of		Office Open Week Days Except Saturdays	NORTHWARD			
SECOND CLASS								FIRST CLASS	FIRST CLASS		SECOND CLASS			Daily Ex. Sunday Time Freight
Daily Ex. Sunday Time Freight	Tuesday Friday Way Freight	Daily Time Freight	Daily Time Freight					Daily Passenger	Daily Passenger		Daily Time Freight	Daily Time Freight	Daily Time Freight	
L 7.00	L 8.00	L 7.30	5.27	SAVANNA TOWER (Inter'l'kd)	W.C.O.R. K.B.T. Yd.	1.96	54.55			Continuous	11.50	P.M. 2.00	A.M. 3.00	
7.07	8.10	7.42	5.31	AYRES (Auto. Interl)	F.	4.82	51.69	90		No Office.	11.45	1.50	2.50	
7.27	8.25	7.54	5.39	THOMSON		11.40	45.11	38	6	7:00 a.m. to 4:00 p.m.	11.35	1.40	2.36	
A 7.32	8.30	7.59	A 5.43 A. M.	C.M.St.P.&P. Crossing (Inter'l'kd) EBNER		13.38	43.22	120		Continuous.	L 11.32 P. M.	1.35	2.28	
Via East Clinton	8.50	8.16		OLIVER	F.	23.15	33.45	84	7	No Office.		1.20	2.05	
L 9.10	8.58	8.25		LASS	F.	26.22	54.06			No Office.		1.05	1.50	
9.15	9.03	8.29		FENTON		28.38	51.89	87	20	No Office.		1.01	1.40	
A.M.	A 9.30 A. M.	71 8.45		DENROCK	B.R. Y. Yd.	31.75	24.85	87		Continuous.		12.55	1.30	A 8.45 P.M.
2.33	9.35	9.01		ERIE		37.93	18.67	N-80 S-61	39	8:00 a.m. to 5:00 p.m.	12.40	12.50	8.29	
2.43	9.47	9.13		HILLSDALE		43.60	13.00	83	18	8:00 a.m. to 5:00 p.m.	12.30	12.35	8.22	
2.55	9.57	9.25		JOSLIN	F.	48.33	8.27	87	5	No Office.	12.20	12.22	8.07	
A 3.20 A.M.	11.00	10.10	A. M. L 8.50	BARSTOW	B.C.K.R. W.Y. Yd.	56.60	241.39	93		Continuous.	P. M. A 7.24	12.05	12.05	L 7.45 P.M.
			f 8.56	C. R. I. & P. Cross. (Inter'l'kd) COLONA		59.60	238.39			No Office.	f 7.18			
			8.58	BRIAR BLUFF	F.	61.10	236.84	91	8	No Office.	7.16	11.52	11.07	
			81 11.25	WARNER	F.	65.70	232.36	80	11	No Office.	f 7.07	11.44	80 10.55	
			97 11.37	ORION		69.98	228.08	91	20	8:00 a.m. to 5:00 p.m.	s 7.01	82 11.37	10.40	
			11.50	LYNN		74.18	223.85	88	31	8:00 a.m. to 5:00 p.m.	s 6.52	11.25	10.27	
			f 9.25	OPHIEM	F.	77.49	220.54		10	No Office.	s 6.46			
	P.M. 12.05	A.M. 12.05	s 9.32	ALPHA	Y. Yd.	81.84	216.16	N-66 S-84	65	8:00 a.m. to 12 Mid.	s 6.40	11.12	10.10	
			s 9.41	C. B. & Q. Crossing (Inter'l'kd) RIO	Y.	87.43	12.96	91	13	7:00 a.m. to 4:00 p.m.	s 6.29	11.01	9.55	
			s 9.50	HENDERSON		94.12	6.27	36	18	7:30 a.m. to 4:30 p.m.	f 6.19	10.48	9.40	
			9.54	BOUHAN	F.	96.92	3.47			No Office.		10.40	9.30	
	A 1.00 P.M.	A 1.00 A.M.	A 10.00 A.M.	GALESBURG (Inter'l'kd)	BCKOR TWY Yd	99.82				Continuous.	L 6.10 P.M.	L 10.30 A.M.	L 9.15 P.M.	
1:00 24.5	2:30 12.6	5:00 18.1	5:30 17.8	4:38 25.0			SCHEDULE TIME				5:49 18.8	3:30 27.9	5:45 16.8	1:00 24.5
							AVERAGE MILES PER HOUR							

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.

Two main tracks between Savanna and Savanna Tower; Bouhan and Galesburg.

Automatic Block System in effect between Savanna and Savanna Tower. Rules D-251, D-252, D-253 and D-254 in effect.

Manual Block System; Rule 318(B) in effect between Savanna Tower and Galesburg.

Movement of trains or engines against the current of traffic between Savanna and Savanna Tower will be made on authority of Yardmaster.

No train order signal Savanna, Savanna Tower, Denrock, Barstow, and Galesburg. Conductors and Enginemen must have Clearance Form A.

Westward trains between Savanna Tower and Savanna need not receive Clearance Form A at Savanna Tower.

Northward freight trains leaving Galesburg Yard will be cleared at Knox Street.

No northward train order signal Knox Street, Conductors and Enginemen of freight trains and light engines must have Clearance Form A.

Extra trains between Lass and Ebner must run via Oliver unless otherwise directed.

Trains taking siding at Erie must use left hand track unless otherwise provided.

Trains may register Denrock and Barstow by register ticket.

(Footnotes concluded on bottom of page 6)

Agnew and Denrock—Subdivision

WESTWARD				EASTWARD					
SECOND CLASS				SECOND CLASS					
		Office Open Week Days Except Saturday		STATIONS		Office Open Saturday and Sunday			
		Daily Mixed	Signs		Distance from Denrock	Capacity of Other Tracks	Daily Mixed		
		92					93		
		P. M. L 7.45		B.K.R.Yd.	47.68		A. M. A 4.00		
				STERLING	16.47			Closed.	

Trains between Agnew and Sterling are governed by rules and time table of C. & N. W. Ry.

	s 8.00	No Office.	R.	35.86	5.40 AGNEW	11.07		No Office.	s 3.45			
	s 8.25	No Office.	F.	27.87	7.99 LYNDON	3.08	19	No Office.	s 3.15			
	A 8.45 P. M.	Continuous.	B.R.Y. Yd.	24.79	3.08 DENROCK			Continuous.	L 3.00 A. M.			
	1:00 16.4				SCHEDULE TIME				1:00 16.4			
					AVERAGE MILES PER HOUR							

TRAINS WESTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS EASTWARD.

Manual Block System; Rule 318(B) In effect.

Rule 907 In effect.

Conductors must report for orders at C. & N. W. depot at Sterling.

Rules and regulations of the C. & N. W. will govern trains of this Company between Agnew and Sterling. Trainmen and Enginemen must provide themselves with C. & N. W. time table and book of rules.

Normal position of Sterling junction switch at Denrock is for Mendota and Denrock Subdivision.

Time shown at Sterling is for information only.

No train order signal at Denrock and Sterling. Conductors and Enginemen must have Clearance Form A when operator on duty.

No. 92 and No. 93 will carry passengers between Sterling and Denrock.

Sterling and Rock Falls yard extends from the yard limit sign east of Rock Falls to the junction with C. & N. W. west of Sterling.

Trains must stop before crossing 1st Avenue, Sterling.

At C. & N. W. crossing, Sterling, no operator on duty between 5:00 P. M. and 8:00 A. M., call operator at C. & N. W. depot who will operate interlocking for C. B. & Q. movements.

Quincy and East Hannibal—Subdivision

SOUTHWARD				NORTHWARD				
SECOND CLASS				SECOND CLASS				
		Office Open Week Days Except Saturday		STATIONS		Office Open Saturday and Sunday		
		Daily Ex. Sunday Mixed	Signs		Capacity of Other Tracks	Daily Ex. Sunday Mixed		
		91				92		
		A. M. L 8.45		Y.Yd.	262.34	P. M. A 1.50		
		8.55		Yd. R.	263.68	1.40		
		s 9.05			269.44	s 1.20		
		s 9.30			275.20	s 12.50		
		A 9.50 A.M.		B.R.Y.Yd.	280.00	L 12.30 P. M.		
		1:05 13.3				1:20 13.3		
					SCHEDULE TIME			
					AVERAGE MILES PER HOUR			

TRAINS SOUTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS NORTHWARD.

Manual Block System; Rule 318(B) In effect.

Rule 907 In effect.

Conductors and Enginemen of Southward Trains must have Clearance Form A at West Quincy.

No train order signal at East Hannibal. Conductors and Enginemen must have Clearance Form A.

Train and switch movements must come to a full stop and be protected by flagman before crossing Delaware Street, Quincy.

Flagman must stand on up hill side while train is crossing the street.

When cars are being shoved over Broadway Street crossing at Quincy ahead of engine, or switching is being performed, a member of crew must be on the ground at crossing to protect movement. Cars or equipment must not be left standing within 100 ft. on either side of Broadway Street crossing.

C. B. & Q. trains will use Wabash tracks between Bridge and Hulls and are governed by rules and timetable of Wabash R. R.

Black—White Limestone Company tracks, M.P. 265.70 engines must not operate over 30 degree curve at north end of track.

Galva and New Boston—Subdivision

WESTWARD			Office Open Week Days Except Saturday	Signs	Mile Post Location	STATIONS	Capacity of Other Tracks	Office Open Saturday and Sunday	EASTWARD		
			Continuous.	BKRT C.	0.45	..... GALVA		Continuous.			
					0.82	..... C. R. I. & P. Crossing (Grade)					
			No Office.		8.12	..... NEKOMA	29	No Office.			
			No Office.		14.62	..... WOODHULL	45	No Office.			
			8:00 a.m. to 12 Mid.	Y.	18.42	..... ALPHA	10	★			
						..... C. B. & Q. Crossing (Inter'kd)					
			No Office.		21.59	..... NEW WINDSOR	38	No Office.			
			No Office.		28.83	..... VIOLA	34	No Office.			
			No Office.		31.00	..... GILCHRIST	7	No Office.			
			No Office.		37.55	..... ALEDO	25	No Office.			
			No Office.		44.54	..... JOY	55	No Office.			
			No Office.	Y.	48.16	..... ARPEE	70	No Office.			
			No Office.	R.	50.98	..... NEW BOSTON	22	No Office.			
						..... SCHEDULE TIME					
						..... AVERAGE MILES PER HOUR					

TRAINS WESTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS EASTWARD.

Manual Block System; Rule 318(B) in effect.

Rule 907 in effect.

No train order signal Galva and Alpha. Conductors and Enginemen must have Clearance Form A when operator on duty.

Trains between Galva Depot and C. R. I. & P. crossing Galva have no timetable superiority, all trains and engines must move at reduced speed.

Trains using south wye at Alpha must proceed expecting it to be occupied.

★Saturday—9:00 a.m. to 11:00 a.m.
5:00 p.m. to 7:00 p.m.

Sunday —Closed.

Fairview and Lewistown—Subdivision

SOUTHWARD			Office Open Week Days Except Saturday	Signs	Mile Post Location	STATIONS	Capacity of Other Tracks	Office Open Saturday and Sunday	NORTHWARD		
			8:00 a.m. to 5:00 p.m.	Yd.Y.R.	30.09	..... FAIRVIEW	50	Closed.			
			No Office.	Y.Yd.	35.20	..... FIATT	20	No Office.			
						..... T. P. & W. Crossing (Grade)					
			8:00 a.m. to 5:00 p.m.	Yd.	40.19	..... CUBA	18	Closed.			
			8:00 a.m. to 5:00 p.m.	B.K. Y.Yd.R.	49.32	..... LEWISTOWN		Closed.			
						..... SCHEDULE TIME					
						..... AVERAGE MILES PER HOUR					

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.

Manual Block System; Rule 318(B) in effect.

Rule 907 in effect.

No train order signal Lewistown and Fairview. Conductors and Enginemen must have Clearance Form A when operator on duty.

Local extra leaves Lewistown about 11:45 A. M. daily except Sunday for Fairview.
Local extra leaves Fairview about 1:45 P. M. daily except Sunday for Lewistown. Will carry passengers.

Trains must get permission from operator at Lewistown before using main track of Buda and Vermont Subdivision.

Crossing gate at Cuba protecting T. P. & W. crossing, normal position at stop for C. B. & Q. trains, must not be placed at stop against T. P. & W. trains if they are in sight of the crossing. Must be restored to normal position after being used by C. B. & Q. trains.

Engines heavier than 0-3 must not operate between Lewistown and Fairview.

Monmouth and Beardstown—Subdivision

GALESBURG AND BEARDSTOWN DIVISIONS.

TIME TABLE No. 4.

EFFECTIVE OCTOBER 27, 1957

SOUTHWARD				Office Open Week Days Except Saturday	Signs	STATIONS	M. P. Location	Capacity of		Office Open Saturday and Sunday	NORTHWARD				
SECOND CLASS		FIRST CLASS						M. P. Location	Siding		Other Tracks	FIRST CLASS		SECOND CLASS	
Tuesday Friday Mixed	Daily Passenger	Daily Passenger	Daily Passenger									Daily Passenger	Monday Thursday Mixed		
96	48				O.W.Y. Yd.	..... MONMOUTH.....	189 06			Continuous.	47		P.M. A 1.15	
A.M. L 8.30				Continuous		12 21				No Office			S 12.15		
S 9.05				No Office.		..... ROSEVILLE.....	176 85	59		No Office			P.M. S 11.45	
S 9.20				No Office.		4 76				No Office			S 11.45		
S 9.45				No Office		..... SWAN CREEK.....	172 09	40		No Office			S 11.15	
A 10.00 A.M.				5:00 a.m. to 1:00 p.m. 3:00 p.m. to 11:00 p.m.	K B.W.Y.	6 23				No Office			L 11.00 A.M.		
				8:00 a.m. to 5:00 p.m.		..... WALNUT GROVE.....	165 87	25		No Office				
				8:00 a.m. to 5:00 p.m.		5 42				See Footnote.					
				6:30 a.m. to 3:30 p.m.	B.W.Y. B. Yd.	Galesburg Div. Crossing (Interl.) BUSHNELL	160 37	165		See Footnote.					
				8:00 a.m. to 5:00 p.m.		T. P. & W. Crossing (Interl.)				Closed.					
				8:00 a.m. to 5:00 p.m.		9 37				Closed.					
				P.M. L 12.29		..... ADAIR.....	151 32	175	43	Closed.				
				S 12.39		5 44				Closed.					
				F 12.49		..... TABLE GROVE.....	145 87		60	Closed.				
				S 12.56		5 28				See Footnote.					
				S 1.06		..... VERMONT.....	140 60			See Footnote.				
				A 1.14 P.M.		6 67				Closed.					
						..... ASTORIA.....	133 60	35	56	Closed.				
						4 39				No Office					
						..... BADER.....	129 38	25		No Office				
						3 41				No Office					
						..... BROWNING.....	125 96	40	4	No Office				
						5 14				No Office					
						..... FREDERICK.....	120 78	27		No Office				
						3 88				See Footnote.					
						..... BEARDSTOWN.....	116.94			See Footnote.				
						1.00				No Office					
						..... BEARDSTOWN YARD.....	115.89			No Office				
						SCHEDULED TIME									
						AVERAGE MILES PER HOUR									
1:30 18.1											0:42 33.6		2:15 12.8		

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.

DRAW BRIDGE 117.35 OVER ILLINOIS RIVER, BEARDSTOWN, INTERLOCKED AND MOVEMENT OF TRAINS WILL BE GOVERNED IN EITHER DIRECTION BY SIGNAL INDICATION, REGARDLESS OF SUPERIORITY.

CENTRALIZED TRAFFIC CONTROL IN EFFECT BETWEEN INTERLOCKING HOME SIGNAL AT SOUTH END OF ILLINOIS RIVER BRIDGE AND M. P. 116.25, BEARDSTOWN.

Automatic Block System In effect between Bader and Browning.

Manual Block System; Rule 318 (B) In effect between Monmouth and Bader; between Browning and Illinois River Bridge and on West Track between Vermont and Illinois River Bridge.

Two single tracks between Vermont and M.P. 117.55 north of Beardstown, and are designated as follows:

EAST TRACK via Browning
WEST TRACK via Stewart Siding

No. 47 and No. 48 are scheduled on EAST TRACK.

Stewart Siding on West track at M. P. 129.00, capacity 77 cars.

Team Track on West Track at M. P. 122.75, capacity 5 cars, and Stub Track M. P. 119.55, capacity 8 cars.

Stub track on East track at M. P. 135.02 capacity 5 cars.

Rule 907 in effect between Monmouth and Bushnell and for northward freight trains, on EAST track, from north yard limit sign Beardstown to south yard limit sign Vermont.

Trains may register at Bushnell and Vermont by register ticket and will not register when office is closed.

Beardstown; Passenger trains register at depot, other trains at yard.

No train order signal at Monmouth and Beardstown. Conductors and Enginemen must have Clearance Form A.

No train order signal governing southward trains at Vermont. Conductors and Enginemen must have Clearance Form A when operator on duty.

Train order signal at Bushnell does not govern northward trains between Bushnell and Monmouth, conductors and enginemen must have Clearance Form A when operator on duty.

Conductors and Enginemen of northward trains at Bushnell from Beardstown to Waterman will not require Clearance Form A at Bushnell.

Local extra leaves Beardstown Monday, Wednesday and Thursday for Bushnell, and leaves Bushnell Tuesday, Wednesday and Friday for Beardstown.

Concluded on page 11)

Monmouth and Beardstown—Subdivision (Concluded)

GALESBURG AND BEARDSTOWN DIVISIONS.

TIME TABLE No. 4

EFFECTIVE OCTOBER 27, 1957

Spring switches: South end of siding Adair. North end load yard lead M. P. 114.20 and M. P. 116.25.

Dual Controlled switch: North end of siding Bushnell M. P. 159.45.

Spring switch: North end of siding Adair. Normal position is for siding.

At Vermont, normal position for crossover switches between depot and water crane is from main track to West track.

At Adair: track to the right for southward trains is designated as siding. Trains using siding need not move at "Reduced Speed" as specified in Rule 105 and in Time Table Speed Restrictions, unless meeting or passing trains or conditions in connection with own train make it necessary. Trains will always use right hand track unless otherwise provided. Trains will always use right hand track to "clear" trains or "take siding" as specified in Rules 86, S-87, S-88, S-89 and 922 and those rules are modified only to that extent. When a train is to pass another train at Adair, train to be passed will always use right hand track unless otherwise provided and train passing will use left hand track on authority of train dispatcher or if communication fails, when preceded by flagman per Rule 99. Work extras will expect other trains to always use right hand track in direction such other trains are running.

Rule 17 (first paragraph) in effect at Adair for trains standing in clear on main track. Rule 19 (d) not in effect on siding. Rule 99 in effect on siding.

OFFICE OPEN:

Bushnell.....	Saturday 5:00 A.M. to 7:00 A.M. and 5:30 P.M. to 8:30 P.M. Sunday 5:00 A.M. to 8:00 A.M. and 7:30 P.M. to 10:30 P.M.
Vermont.....	Saturday 12:15 P.M. to 3:15 P.M. Sunday 12:15 P.M. to 3:15 P.M.
Beardstown.....	Daily except Friday 5:00 A.M. to 9:00 P.M. Friday 12:01 A.M. to 9:00 P.M.

Beardstown and East Alton—Subdivision

GALESBURG AND BEARDSTOWN DIVISIONS.

TIME TABLE No. 4.

EFFECTIVE OCTOBER 27, 1957

SOUTHWARD				Office Open Week Days Except Saturday	Signs	STATIONS	M. P. Location	Capacity of		Office Open Saturday and Sunday	NORTHWARD		
SECOND CLASS		FIRST CLASS						Sittings	Other Trains		FIRST CLASS	SECOND CLASS	
Daily Mdes.	Daily Mdes.	Daily Passenger	Daily Passenger					Daily Passenger	Daily Mdes.		Daily Mdes.	Daily Mdes.	
70	62		48			..... BEARDSTOWN.....	116.94			See Footnote.	47	61	73
			P. M. L 1.19	See Footnote.	B.C.K. B.T. W.Yd.	..... 1.00.....				See Footnote.	P. M. A 2.20		
A. M. L 9.00	A. M. L 8.15			No Office	B.K.O. B.Yd.	..... BEARDSTOWN YARD.....	115.94			No Office		P. M. A 4.15	P. M. A 5.45
			f 1.29	No Office	F.	..... HAGENER.....	110.23	12		No Office	f 2.10		
9.11	8.26		1.32	No Office		..... FRAZIER.....	108.18			No Office	2.07	3.53	5.25
			f 1.35	No Office	F.	..... ARENZVILLE.....	106.62	41		No Office	f 2.05		
A 9.30 A. M.	8.45		f 1.42	No Office.	W.Y.F.	..... CONCORD.....	102.10	51	10	No Office	f 1.56	3.43	L 5.15 P. M.
	8.54		s 47 1.49	8:00 a.m. to 5:00 p.m.	Y.	..... CHAPIN.....	97.97	31	48	8:00 a.m. to 5:00 p.m.	s 48 1.49	3.35	
			f 1.55	No Office	F.	..... Wabash Crossing (Auto. Intarl.).....	94.23		14	No Office	f 1.39		
	9.03		s 2.00	8:00 a.m. to 5:00 p.m.		..... MERRITT.....	92.77	18	22	Closed	f 1.36	3.27	
	9.13		s 2.10	7:30 a.m. to 4:30 p.m.		..... RIGGSTON.....	87.73	24	45	Closed	s 1.27	3.17	
	9.25		s 2.22	8:00 a.m. to 5:00 p.m.		..... WINCHESTER.....	81.76	26	28	Closed	f 1.18	3.05	
			s 2.34	No Office		..... ALSEY.....	75.90			No Office	s 1.07		
						..... WEST ROODHOUSE.....	75.27						
						..... GM&O Crossing (Auto. Intarl.).....	73.33						
	9.39		s 61 2.44	8:00 a.m. to 5:00 p.m.		..... WHITEHALL.....	72.70	31	52	Closed	s 1.00	48 2.44	
	9.49		s 2.54	No Office	F.	..... WRIGHTS.....	65.45	19	15	No Office	f 12.49	2.24	
	9.58		s 3.02	6:30 a.m. to 3:30 p.m.		..... GREENFIELD.....	60.64	29	55	Closed	s 12.41	2.14	
	10.07		s 3.10	No Office.	F.	..... ROCKBRIDGE.....	55.63	26	30	No Office.	s 12.33	2.04	
	10.18		s 3.23	8:00 a.m. to 6:00 p.m.		..... MEDORA.....	47.96	25	29	Closed	f 12.23	1.50	
			f 3.29	No Office	F.	..... PIASA.....	43.74		15	No Office	f 12.15		
						..... GM&O Crossing (Interlocked).....	38.61						
	10.38		f 3.37	No Office	F.	..... BRIGHTON.....	38.49	25	27	No Office	f 12.08 -P. M.-	1.35	
	10.55		f 3.51	No Office	F.Y.	..... ALTON HOSPITAL.....	28.28	28		No Office	f 11.53	1.10	
						..... N. Y. C. Crossing (Grade).....	26.73						
	11.00		s 3.56	Continuous	B.R. Y.	..... EAST ALTON.....	26.63			See Footnote.	s 11.50	1.00 P. M.	

Trains between East Alton and Bridge Jct. are governed by joint time table of N. Y. C. R. R. and G. M. & O. R. R.

Trains between Bridge Jct. and Union Station, St. Louis, are governed by Rules of The Terminal Railroad Association.

	P. M. A 12.01 P. M.		s 4.32	No Office	B.C. K.O.B. T.W.Yd.	..... EAST ST. LOUIS.....				No Office	s 11.16	L 11.45 A. M.	
			A 4.55 P. M.	Continuous	B.K.R. Yd.	..... ST. LOUIS.....				Continuous	L 11.00 A. M.		
0:30 28.0	3:46 28.8		3.36 31.4			..... SCHEDULED TIME.....					3:20 34.0	4:30 24.4	0:30 28.0
AVERAGE MILES PER HOUR													

FOOTNOTES ON PAGE 15.

Concord and Centralia—Subdivision

GALESBURG AND BEARDSTOWN DIVISIONS.

TIME TABLE No. 4.

EFFECTIVE OCTOBER 27, 1957

SOUTHWARD				Office Open Week Days Except Saturday	Signs	STATIONS	M. P. Location	Capacity of		Office Open Saturday and Sunday	NORTHWARD						
SECOND CLASS								Daily Mids.	Daily Mids.		M. P. Location	Siding	Other Tracks	Daily Mids.	SECOND CLASS		
Sun. Wed. & Fri. Mids.	70-A	70	73												73-A	Tuesday Thursday & Saturday Mids.	Daily Mids.
		A.M. L 9:30		No Office	W.Y.F.	..... CONCORD 10.29		154	67	No Office	P.M. A 5:15					
				Continuous		Wabash Crossing (Interlocked) 0.20	10.15			Continuous							
		9:50		No Office	Yd.	..... JACKSONVILLE 0.10	10.25	140		No Office	4:55					
				No Office		GM&O Crossing (Auto. Interl.) 5.81	10.36			No Office							
				No Office		..... PISGAH 5.13	17.32		23	No Office						
		10:10		7:30 a.m. to 4:30 p.m.	W.	..... FRANKLIN 5.07	22.53	135	30	Closed	4:30					
		10:20		6:00 a.m. to 3:00 p.m.		..... WAVERLY 5.42	28.76		44	Closed	4:20					
		10:30		8:00 a.m. to 5:00 p.m.		..... LOWER 4.91	35.38	175	34	Closed	4:10					
				No Office	C.W.F.	..... VIRDEN 2.25	40.19		50	No Office	3:59					
				Continuous		I. T. Crossing (Auto. Interl.) 1.40	42.48		15	Continuous							
		10:46		No Office		GM&O Crossing (Interlocked) 0.20	44.47			No Office	3:50						
		10:59		No Office	F.	..... GIRARD 8.40	44.67	205	65	No Office	3:37					
				No Office	F.	..... ATWATER 5.90	53.08	149		No Office	3:20					
				No Office	F.	..... BARNETT 6.23	57.96		16	No Office						
		11:16		8:00 a.m. to 5:00 p.m.	W. Yd.	..... LITCHFIELD 0.24	64.25	150		Closed	3:01					
				Continuous		N. Y. C. Crossing (Interl.) 1.00	64.49			Continuous							
				No Office	F.	Wab. and I. C. Crossing (Interl.) 6.71	65.53			No Office	3:01						
		11:30		No Office	F.	..... WALSHVILLE 5.80	72.06	140	15	No Office	3:01					
				Continuous		N.Y.C. & St.L. Crossing (Interl.) 7.09	77.96	160	28	Continuous	2:50						
		11:40		No Office	F.W.	..... SORENTO 7.92	85.13	133	3	No Office	2:35					
		11:52 P.M.		Continuous		P. R. R. Crossing (Interlocked) 5.11	93.19	156	31	Continuous	2:22						
		12:05		No Office	F.	..... SMITHBORO 6.23	98.29		19	No Office						
				6:00 a.m. to 3:00 p.m.		..... HOOKDALE 4.24	104.54	146	22	Closed	2:02					
				No Office	F.	..... KEYESPORT 6.15	108.78		11	No Office						
		A.M. L 11:35		Continuous		..... BOULDER 5.10	114.92		26	Continuous	1:45 A	P.M. 5:55				
		A 11:55 A.M.	A 1:00 P.M.	Continuous	B.C.K. R.O.T. W.Yd	..... SHATTUC 5.10	120.96			Continuous	L 1:30 P.M.	L 5:30 P.M.				
				No Office	B.K. Yd.	..... B. & O. Crossing (Interlocked) 0.40	121.42			No Office						
		0:20 18.3	3:30 34.2			..... CENTRALIA YARD Southern Ry. Jct.										
						..... CENTRALIA 0.40										
						..... SCHEDULED TIME AVERAGE MILES PER HOUR ...					3:45 32.0	0:25 15.6				

FOOTNOTES ON PAGE 15.

Centralia and C. B. & Q. Jct.—Subdivision.

GALESBURG AND BEARDSTOWN DIVISIONS.

TIME TABLE No. 4.

EFFECTIVE OCTOBER 27, 1957

SOUTHWARD				Office Open Week Days Except Saturday	Stgns	STATIONS	M. P. Location	Capacity of		Office Open Saturday and Sunday	NORTHWARD		
FIRST CLASS			Daily Mdee.					M. P.	Siding		Other Tracks	FIRST CLASS	
			14		B.C.K.O. R.T.W. Yd.	..... CENTRALIA YARD..... Southern Ry. Jct. 0.40	120.96			Continuous	Daily Mdee. 15	
		P.M. L 1:45		Continuous							P.M. A 12:30		
				No Office	B.K. Yd.	..... CENTRALIA..... 0.88	121.42			No Office		
						Mo.-Ill. Crossing (Interlocked) 0.30	122.30						
						Ill. Cent. Crossing (Interlocked) 0.10	122.60						
						Southern Ry. Jct. (Interlocked) 6.59	122.70						
			2:06	No Office	F.	..... CRAVAT..... 7.29	129.30		18	No Office	12:01 P.M.	
			2:15	No Office	F.	L. & N. Crossing (Auto. Interl.) 8.09	136.62		37	No Office	11:45		
			2:26	8:00 a.m. to 5:00 p.m.	Yd.	Mo. Pac. Crossing (Auto. Interl.) 9.60	144.64		14	Closed	11:28		
			2:38	8:00 a.m. to 5:00 p.m.	C.W.Y. Yd.	..... SESSER..... 4.44	153.23			Closed	11:15	
				No Office	F.Yd.	..... VALIER MINE..... 3.86	157.42			No Office		
			2:50	Continuous	B.K. W.Y. Yd.	Ill. Cent. Crossing (Auto. Interl.) 3.28	161.57			Closed	10:55		
			2:55	No Office	F. Yd.	..... ZEIGLER JCT..... 0.10	164.65			No Office	10:47	
						Mo. Pac. Crossing (Auto. Interl.) 2.30	165.00						
			3:00	No Office	F.	..... CAMBON..... 1.70	166.05	131	14	No Office	10:42	
			3:03	No Office	F. Yd.	..... HORTON..... 1.50	168.73			No Office	10:38	
				No Office	F. Yd.	..... FREEMAN..... 2.27	170.71		72	No Office		
			3:10	7:00 a.m. to 4:00 p.m.	B.C.K. R.W.Y. Yd.	..... HERRIN JCT..... 14.38	173.01			Closed.	10:30	
			3:35	8:15 a.m. to 5:15 p.m.		..... NEILSON (Interlocked)..... 15.73	187.39	50		8:15 a.m. to 5:15 p.m.	9:55	

Trains between Neilson and West Vienna are governed by rules and time table of C. & E. I. R. R.

		4:15	8:15 a.m. to 5:15 p.m.		F.	..... WEST VIENNA (Interlocked)..... 7.23	202.82			8:15 a.m. to 5:15 p.m.	9:15	
		4:28	No Office			N. Y. C. Crossing (Auto. Interl.) 6.23	210.52		46	No Office	9:05	
		4:40	No Office			..... MERMET..... 9.76	216.05	31	9	No Office	8:50	
		5:00	No Office		F.Yd.	..... C. B. & Q. JCT..... 0.99	225.79	43		No Office	8:33	

Trains between C. B. & Q. Jct. and Paducah are governed by Rules and Special Instructions of P. & I. R. R.

		5:05	Continuous		B.O. R.W.Y. Yd.	..... METROPOLIS JCT..... 13.88	226.87			Continuous	8:30	
		A 7:30 P.M.	Continuous		B.K. R.T. Yd.	..... PADUCAH.....				Continuous	L 8:00 A.M.	
		8:45 20.8				SCHEDULED TIME AVERAGE MILES PER HOUR					4:30 26.8	

FOOTNOTES ON PAGE 15.

BEARDSTOWN AND EAST ALTON—SUBDIVISION FOOTNOTES

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.

Centralized Traffic Control in effect between home signal south end Illinois River Bridge Interlocking and M. P. 116.25 and between Frazier and Concord. Single track: Between Beardstown and East Alton.

Former Northward main track between Frazier (M. P. 108.20) and crossover south end Beardstown Yard (M. P. 114.13) is out of service, except engines may use crossover at Hagener to switch elevator track.

At Beardstown Yard, no approach signal for Northward trains governing approach to spring switch dwarf signal M. P. 114.20 or to the Begin CTC signal M. P. 116.25. Northward trains and engines approach these locations at Reduced Speed.

Time shown at East St. Louis and St. Louis is for information only.

Manual Block System; Rule 318 (B) in effect between M. P. 116.25 and Frazier; Concord and East Alton.

No train order signal East Alton. Conductors and Enginemen of northward trains must have Clearance Form A. When operator at East Alton not on duty, Clearance Form A must be obtained at Wann.

No train order signal Beardstown. Conductors and Enginemen must have Clearance Form A.

Brighton—CB&Q and GM&O Railroad crossing, interlocked and remotely controlled by GM&O Operator at Wann. Rule 663 in effect.

Register station: Beardstown Depot for passenger trains; Beardstown Yard for other trains.

Register station: East St. Louis Yard for other than passenger trains.

Trains may register by ticket at East Alton.

Spring switches located Beardstown Yard; south end empty yard lead M. P. 114.20; north end load yard lead, M. P. 116.10 and M. P. 116.25.

Dual Controlled switches: Frazier and Junction switch Concord.

Kemper—M. P. 51.08. Flag stop for No. 47 and No. 48 for mail.

Local extra leaves Beardstown Yard about 6:00 A. M. Monday, Wednesday and Friday for East St. Louis.

Local extra leaves East St. Louis about 7:00 A. M. Tuesday, Thursday and Saturday for Beardstown Yard.

OFFICE OPEN:

Beardstown	Daily except Friday 5:00 A. M. to 9:00 P. M.
East Alton	Friday 12:01 A. M. to 9:00 P. M. Saturday 12:01 A. M. to 11:00 P. M. Sunday 7:00 A. M. to 11:59 P. M.

CONCORD AND CENTRALIA—SUBDIVISION FOOTNOTES

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.

Single track: Between Concord and Shattuc; south crossover, Crooked Creek Bridge, M. P. 119.27 and south end Centralia Yard, M. P. 121.33.

Two main tracks: Between Shattuc and south crossover, Crooked Creek Bridge, M. P. 119.27.

Rules D-251, D-252, D-253 and D-254 in effect between Shattuc and south crossover, Crooked Creek Bridge, M. P. 119.27.

Manual Block System; Rule 318 (B) in effect between Concord and Centralia.

Jacksonville, look out for close clearance of wires at Illinois Bridge Works on Wabash Wye.

Trains may register by ticket at Centralia Yard.

No train order signal Centralia Yard. Conductors and Enginemen must have Clearance Form A.

Spring Switches: South end of sidings, Concord, Jacksonville, Franklin, Lowder, Atwater, Litchfield, Walshville, Sorento, Ayers, Smithboro and Keyesport.

Spring Switches: North end of sidings, Girard and Lowder. Normal position is for siding.

No. 70-A leaves North St. Louis 6:00 A. M. Sunday, Wednesday, Friday for Shattuc.

No. 73-A arrives North St. Louis 1:00 A.M. Wednesday, Friday, Sunday from Shattuc.

At Lowder and Girard: Track to the right for southward trains is designated as siding. Trains using siding need not move at "Reduced Speed" as specified in Rule 105 and in Time Table Speed Restrictions, unless meeting or passing trains or conditions in connection with own train make it necessary. Trains will always use right hand track unless otherwise provided. Trains will always use right hand track to "clear" trains or "take siding" as specified in Rules 85, S-87, S-88, S-89 and 922 and those rules are modified only to that extent. When a train is to pass another train at Lowder or Girard train to be passed will always use right hand track unless otherwise provided and train passing will use left hand track on authority of train dispatcher or if communication fails, when preceded by flagman per Rule 99. Work extras will expect other trains to always use right hand track in direction such other trains are running.

Rule 17 (first paragraph) in effect at Lowder and Girard for trains standing in clear on main track. Rule 19 (d) not in effect on siding. Rule 99 in effect on siding.

Local extra leaves Beardstown Yard about 8:00 A. M. daily, except Sunday, for Lowder, and leaves Lowder about 2:00 P. M. daily, except Sunday, for Beardstown Yard. Carries passengers between Concord and Lowder.

Conductors and Enginemen of Southward trains, enroute Concord and Centralia subdivision, must have Clearance Form A at Beardstown.

Conductors and Enginemen of Northward trains will not require Clearance Form A at Concord.

At Centralia and Centralia Yard, trains have no Time Table superiority between the end of two main tracks, M. P. 119.27 and Southern Railway Junction, M. P. 122.70. Trains and Engines must move at reduced speed between these points.

At Centralia the normal position of the switch at Southern Railway Junction, M. P. 120.96 is for Southern Railway movements.

CENTRALIA AND C. B. & Q. Jct.—SUBDIVISION FOOTNOTES

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.

Two main tracks: Between south end Centralia Yard, M. P. 121.33 and Zeigler Jct. Rules D-251, D-252, D-253 and D-254 in effect between Centralia and Zeigler Jct. Single track: Between Zeigler Jct. and Neilson; West Vienna and C. B. & Q. Jct. Time shown at Metropolis Jct. and Paducah is for information only.

Manual Block System; Rule 318 (B) in effect.

At Centralia, the normal position of the switch at Southern Railway Junction, M. P. 120.96 is for Southern Railway movements.

At Centralia and Centralia Yard, trains have no Time Table superiority between the end of two main tracks, M. P. 119.27 and Southern Railway Junction, M. P. 122.70. Trains and Engines must move at reduced speed between these points.

No train order signal Centralia Yard and Herrin Jct. Conductors and Enginemen must have Clearance Form A when operator on duty.

Trains may register by ticket at Herrin Jct. and Metropolis Jct.

No train order signal Neilson governing northward trains. Conductors and Enginemen must have Clearance Form A when operator on duty.

No train order signal West Vienna governing southward trains. Conductors and Enginemen must have Clearance Form A when operator on duty.

No train order signal P. & I. depot, Metropolis Jct. governing northward trains. Conductors and Enginemen must have Clearance Form A. Local extra may receive Clearance Form A at C. B. & Q. freight house Metropolis.

Rule 907 in effect between Herrin Jct. and Neilson, West Vienna and C. B. & Q. Jct.

All tracks between C. B. & Q. Jct. and the lower yard at Metropolis are yard tracks. Rule 908 in effect.

Spring switch at end of two main tracks, Zeigler Jct. Normal position is for northward trains.

Spring switch at north end of siding, Cambon.

Spur track Zeigler Jct. to Zeigler 2.65 miles. Rule 908 in effect.

Spur track Cambon to West Frankfort 6.70 miles. Rule 908 in effect.

Spur track Horton to West Frankfort 5.71 miles. Rule 908 in effect.

Spur track Herrin Jct. to Herrin 1.60 miles. Rule 908 in effect.

Local extra leaves Herrin Jct. about 7:30 A. M. daily except Saturday and Sunday for Metropolis.

Local extra leaves Metropolis about 12:30 P. M. daily except Saturday and Sunday for Herrin Jct.

Local extras will carry passengers between Herrin Jct. and Metropolis, except locally between Neilson and West Vienna.

Harvey Spur on Northward track M. P. 133.40 Capacity 6 cars.

Rushville Spur

Mile Post Location	STATIONS	Capacity of Other Tracks
94.34	..... VERMONT	23
	.....^{7 27} RAY	1
101.61	..... RAY	1
	.....^{7 86} RUSHVILLE	70
109.47	..... RUSHVILLE	70

SPUR TRACK BETWEEN VERMONT AND RUSHVILLE WITHIN YARD LIMITS. RULE 908 IN EFFECT.

Maximum speed 20 M.P.H.

Over Bridge 100.10 15 M.P.H.

Highway crossing MP 109.35 north of depot Rushville Stop

New Canton Spur

Mile Post Location	STATIONS	Capacity of Other Tracks
7.25	..... HULLS	32
	..... Wabash Crossing (Interlocked)	32
	.....^{7 90} NEW CANTON	15
15.15	..... NEW CANTON	15

SPUR TRACK BETWEEN HULLS AND NEW CANTON WITHIN YARD LIMITS. RULE 908 IN EFFECT.

Maximum speed 20 M.P.H.

M.P. 12.90 to M.P. 13.10 5 M.P.H.

M.P. 15.05 to M.P. 15.15 5 M.P.H.

Diesel switch engines larger than 600 H.P. cannot operate between Hulls and New Canton.

Loaded tank cars and loaded 30 yard air dump cars
in 202800-202884 series 15 M.P.H.

Monmouth Spur

Mile Post Location	STATIONS	Capacity of Other Tracks
210.54	..... RIO	15
	.....^{4 36} NORTH HENDERSON	30
206.22	..... NORTH HENDERSON	30
	.....^{4 70} ALEXIS	28
201.54	..... ALEXIS	28
	.....^{5 95} GERLAW	22
195.53	..... GERLAW	22
	.....^{6 37} M. & St. L. Crossing (Grade) ..	
189.16	..... M. & St. L. Crossing (Grade) ..	
	.....^{0 10} MONMOUTH	
189.06	..... MONMOUTH	

SPUR TRACK BETWEEN RIO AND MONMOUTH WITHIN YARD LIMITS. RULE 908 IN EFFECT.

Maximum speed 20 M.P.H.

Over all street crossings at Monmouth 8 M.P.H.

Steam engines running backward 10 M.P.H.

Local will carry passengers between Rio and Monmouth.

SPEED OF TRAINS:

Miles per Hour	Time per Mile		Miles per Hour	Time per Mile	
	Minutes	Seconds		Minutes	Seconds
5	12	0	55	1	5
10	6	0	60	1	0
15	4	0	65	0	55
20	3	0	70	0	51
25	2	24	75	0	48
30	2	0	80	0	45
35	1	43	85	0	42
40	1	30	90	0	40
45	1	20	95	0	38
50	1	12	100	0	36

SPEED RESTRICTIONS

1. Passenger and troop trains consisting of passenger cars only (including caboose equipped with ride-control trucks numbered in series 13525 to 13559 inclusive) will be governed by speed authorized for class B trains, except on subdivisions where speeds are not classified A, B and C, will be governed by speed authorized for passenger trains.

Passenger and troop trains consisting of passenger cars only (including caboose not equipped with ride-control trucks) will be governed by speed authorized for steam trains handling standard cars, except must not exceed 65 M.P.H.

Passenger and troop trains handling freight cars will be governed by speed authorized for freight trains, except must not exceed 50 M.P.H.

Steam or Diesel engines running light and engines with caboose only must not exceed speed authorized for freight trains, except must not exceed 35 M. P. H. unless otherwise provided.

Steam switch engines not equipped with engine truck moving over the road (outside of switching limits) must run forward when practicable, and must not exceed 20 M.P.H.

Passenger trains handled by single-engine-truck freight engines must not exceed maximum speed authorized for freight trains unless otherwise provided in subdivision speed restrictions or by train order.

Gas or gas-diesel-electric motor cars may operate on the various subdivisions at maximum speed authorized for passenger trains, but must not exceed 50 M.P.H. On branch lines when steam is substituted for motor service speed must be reduced 10 M.P.H. below authorized speed for motor trains.

Gas or gas-diesel-electric motor cars running backward must not exceed a speed of 10 M.P.H. above the speed authorized for steam engines running backward on that subdivision.

On subdivisions where maximum speed restrictions for steam engines is not shown, movement of steam engines will be governed by train order.

Diesel engines in 200, 300 and 400 series must not exceed 65 M.P.H.

Diesel engines 9103, 9104, 9105, 9106 and 9107 must not exceed a maximum speed of 30 M.P.H. either in service or when being handled dead in train.

To prevent damage to traction motors, when handling electrically operated power units dead in train, the maximum speed must not exceed:

Gas or diesel-electric motor cars 60 M.P.H.

Diesel-electric passenger engines 75 M.P.H.

Diesel-electric freight engines 60 M.P.H.

Diesel-electric switch engines 40 M.P.H.

Where subdivision maximum speeds are less, they will govern.

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
ALL SUBDIVISIONS		
On sidings.....	Reduced Speed	Reduced Speed
All crossovers and turnouts, not otherwise specified ...	10	10
Trailing movement through spring switches not otherwise specified.....	15	15
Clamshells, pile drivers, steam shovels or similar equipment:		
Main Lines.....		25
Branch Lines.....		15
Rotary Snow Plows:		
Main Lines.....		25
Branch Lines.....		15
Scale test cars:		
Main Lines.....		25
Branch Lines.....		15
Engines under steam disconnected on one side with main rod down:		
Main Lines.....	25	25
Branch Lines.....	20	20
Wholly disconnected or dead steam engines.....		20
S-4-A, S-4-B, O-5-A and M engines with drivers blocked up.....	30	30
Loaded 30 yard air dump cars in 202800-202884 series (in rear of train when possible):		
Main Lines.....		35
Loaded D. M. & I. R. ore cars.....		25
Empty D. M. & I. R. ore cars.....		30

The following speed restrictions will govern when handling derricks:

Territory	250 ton Wrecking Derrick and Bridge Derrick 204620	Other Derricks
Galesburg-West Quincy.....	30 MPH	25 MPH
Galesburg-Savanna.....	25 MPH	25 MPH
Lass-Ebner.....	25 MPH	15 MPH
Barstow-Rock Island.....	† 25 MPH	15 MPH
Galesburg-Peoria.....	* 25 MPH	25 MPH
Yates City-Lewistown.....	25 MPH	25 MPH
Lewistown-Fairview.....	15 MPH	15 MPH
Denrock-Agnew.....	20 MPH	15 MPH
Buda-Elmwood.....	Must not operate	15 MPH
Lewistown-Rushville.....	Must not operate	15 MPH
Galva-New Boston.....	Must not operate	15 MPH
Quincy-East Hannibal.....	Must not operate	15 MPH
Rio-Bushnell.....	Must not operate	15 MPH
Bushnell-Beardstown.....	25 MPH	25 MPH
Beardstown-East Alton.....	25 MPH	25 MPH
Concord-Centralla.....	25 MPH	25 MPH
Centralla-Herrin Jct.....	25 MPH	25 MPH
Herrin Jct.-Paducah.....	15 MPH	20 MPH
Zeigler Jct.-Zeigler.....	Must not operate	10 MPH
Horton-Cambon-W. Frankfort.....	Must not operate	10 MPH
Herrin Jct.-Herrin.....	Must not operate	10 MPH

When handling 250-ton Wrecking Derrick or Bridge Derrick 204620 across Rock River bridge 240.76 at Barstow with O-5-A or M-4-A engine, derrick must be spaced at least three cars from engine.

When handling 250-ton Wrecking Derrick or Bridge Derrick 204620 across Mississippi River bridge 138.02 at West Quincy, derrick must be spaced at least three cars from engine.

* Bridge Derrick 204620, 10 MPH over bridge 42.51 between Edwards and Pottstown and watch for close clearance of derrick sill step and bridge girders.

† At Rock Island, do not handle Bridge Derrick 204620 on southward main under 24th street viaduct unless boiler hood is removed. Watch for close clearance at top. Derrick must not be handled on northward main.

Bridge Derrick 204620 must not be moved over turntables, Savanna, Beardstown, Centralla and East St. Louis unless boiler hood is removed.

SPEED RESTRICTIONS—Continued

GALESBURG AND WEST QUINCY—SUBDIVISION

The following symbols indicate the class of engine or type of equipment the maximum speeds shown in that column govern.

A—Passenger trains handled by diesel engines, operated with electro-pneumatic straight air brakes.

B—Passenger trains handled by diesel engines operated with automatic air brakes.

C—All other steam passenger trains.

Solid express trains consisting of equipment authorized for handling in passenger trains.

D—Freight trains.

Freight cars equipped for handling in passenger trains will be considered the same as standard passenger equipment.

Mail and express trains with cars equipped for handling in passenger trains, accompanied by caboose or drovers car, must not exceed 70 M.P.H. except trains having drovers cars 5760 to 5765 inclusive will be operated as Class B trains.

Southward trains and engines stopped between M.P. 190.50 and M.P. 190.90 after starting, must not exceed 10 M.P.H. until engine or leading car passes Wells Street, Bushnell.

O-1-A and O-3 engines must not exceed 45 M.P.H.

O-1-A or heavier steam engines between M.P. 260.00 and M.P. 261.55 must not exceed 15 M.P.H.

M engines through turnouts each end Quincy Yard must not exceed 6 M.P.H.

Trains must not exceed 30 M.P.H. through turnouts of controlled sidings.

Steam engines running backward must not exceed 20 M.P.H.

LOCATION	PASSENGER TRAINS			FREIGHT TRAINS
	A	B	C	D
ZONE—M.P. 162.42—M.P. 163.00	10	10	10	Yd.
ZONE—M.P. 163.00—M.P. 166.25	59	59	59	Yd.
ZONE—M.P. 166.25—M.P. 167.05	59	40	40	Yd.
Through No. 20 Turnouts M.P. 166.30, M.P. 166.55 and M.P. 166.60	45	40	40	Yd.
ZONE—M.P. 167.05—M.P. 202.60	79	79	75	50
M.P. 180.00—M.P. 181.50	65	65	65	50
Through No. 20 Crossovers M.P. 188.87 and M.P. 188.96	50	40	40	35
Through No. 15 Crossover M.P. 192.35	40	30	30	30
Through No. 15 Turnout M.P. 192.49 to Beardstown Division	40	30	30	30
Through No. 20 Crossover M.P. 192.44	50	40	40	35
ZONE—M.P. 202.60—M.P. 202.75 (Passing Pottery Plant)	35	35	35	30
ZONE—M.P. 202.75—M.P. 240.00	79	79	75	50
ZONE—M.P. 240.00—M.P. 244.50	75	75	70	50
ZONE—M.P. 244.50—M.P. 258.50	79	79	75	50
ZONE—M.P. 258.50—M.P. 260.00	60	60	55	50
ZONE—M.P. 260.00—M.P. 261.55	30	30	30	15
ZONE—M.P. 261.55—South End Bridge 140.22	15	15	15	15
ZONE—South End Brlge 140.22—North End Brlge 138.02	25	25	25	20
Entire Train over Bridge 138.02	8	8	8	8
ZONE—South End Brlge 138.02—M.P. 136.90	30	30	30	20
Through No. 11 Turnout East Wye Switch M.P. 137.57	15	15	15	15
Through No. 11 Turnout North Switch Passenger Siding M.P. 136.95	15	15	15	15

SPEED RESTRICTIONS—Continued

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.	LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
GALESBURG AND SAVANNA—SUBDIVISION			BUDA AND VERMONT—SUBDIVISION		
Maximum Speed	50	49	Maximum Speed:		
Through yards Denrock, Barstow, Alpha	35		Buda and Elmwood	25	25
M-4-A, O-3 and O-1-A engines	45	40	Yates City and Lewistown	60	40
Galesburg passenger station and Main Street	15	15	Lewistown and Vermont	45	35
Galesburg: Southward trains at approach signal governing trains approaching Junction switch, Pearl Street		35	Through yards Yates City, Canton, St. David, Lewistown, Vermont	35	
On Northward track between Galesburg and Bouhan	25	25	Yates City and Lewistown, with O-1-A engine	40	
Spring switch, end of two main tracks, Bouhan:			Diesel engines between:		
Facing point movement	25	25	M.P. 0.15 and M.P. 0.26	15	15
Wye switches Rio	20	20	M.P. 9.98 and M.P. 10.00	15	15
Alpha: At approach signals governing trains approaching CB&Q Crossing		30	M.P. 10.25 and M.P. 10.27	15	15
Head end of train over C. B. & Q. crossing Alpha	20	20	Over C. & N. W. Interlocking M. P. 1.60	15	15
Between Orion and Barstow	45	30	Over Hard Road crossing M. P. 22.25	5	5
On curves between M. P. 235.00 and M. P. 236.00	30	30	Over Hard Road crossing M. P. 38.25	5	5
Approach signal until clear of C. R. I. & P. crossing at Colona	20	20	Over Hard Road crossing M. P. 42.50	10	10
On curve M. P. 240.00	35	30	Between approach signals which govern approaches to A. T. & S. F. crossing, Monica	15	15
On curve M. P. 240.43	35	Yd.	M engines, Yates City and Lewistown	30	30
O-1-A, O-3, engines single or double head over Rock River bridge 240.76	20	20	Vermont and Ipava with O-1-A engines	25	25
M-4-A, S-4-A and O-5-A, single head only over Rock River Bridge 240.76	20	20	Loaded tank cars and loaded 30 yard air dump cars		
Between wye switches Barstow	20	20	In 202800-202884 series:		
O-5-A and M-4-A engines through siding Barstow	10	10	Buda and Elmwood		20
Reverse curves between M. P. 4.40 and M. P. 5.00 between Barstow and Joslin	20	20	Lewistown and Vermont		25
Through turnouts at north and south switches of wye at Denrock	15	15	O-1-A and O-3 engines on M. & St. L. transfer Farmington	5	5
Between wye switches Denrock	20	20	On curve M. P. 62.80	35	30
Via Oliver over C. M. St. P. & P. crossing, Ebner	20	20	Over T. P. & W. crossing at Canton	10	10
Ayres: At approach signals governing trains approaching C. M. St. P. & P. Junction		25	Between T. P. & W. crossing Canton and Canton passenger station	15	15
Between home signals Ayres	20	20	Between Dunfermline and Buckheart Mines		10
Spring Switch at C. M. St. P. & P. Jct., Ayres:			Engines using lead to Morgan Mine over fill and bridge on curve near entrance to mine		8
Facing point movement	20	20	Between Lewistown and South Liverpool		20
Entering Savanna Yard		6	Over Bridge 81.41	15	15
Over C. M. St. P. & P. crossings Savanna Yard	20	20	Steam engines running backward between:		
Steam engines running backward	20	20	Buda and Elmwood	10	10
			Yates City and Lewistown	20	20
			Lewistown and Vermont	10	10
TERMINAL JCT. AND BARSTOW—SUBDIVISION			PEORIA AND GALESBURG—SUBDIVISION		
Maximum Speed	45	30	Maximum Speed	50	40
Through yards Rock Island, Moline, East Moline	30		Through yards Peoria and Yates City	35	
O-1-A engines	40		O-3 engines	35	35
Through switches east end of South track used as single track at Terminal Jct.	10	10	M engines	30	30
Between 500 ft. north of 44th Street Rock Island and 500 ft. south of 20th Street Moline	10	10	On North and South Wye at Knox Street	10	10
Over frogs and switches connecting with D. R. I. & N. W. each side of East Moline depot	10	10	Between Chambers and Pine Streets, Galesburg	15	15
Southward trains on West Wye track Barstow from 400 feet north of highway crossing until head end of train is over crossing	10	10	On curve M. P. 17.74	45	30
Steam engines running backward	10	10	Through crossover and south leg of wye Yates City	15	15
			Spring switch at west end of siding Yates City:		
LASS AND EBNER—SUBDIVISION			Trailing movement through switch	25	25
Maximum Speed	35	30	On curves between M. P. 26.00 and M. P. 33.10	45	30
O-1-A and O-3 engines	25		On curves between M. P. 33.10 and M. P. 39.60	45	35
Loaded tank cars and loaded 30 yard air dump cars In 202800-202884 series		20	P. R. T. crossing interlocked M. P. 49.50	20	15
East Clinton: At approach signals governing trains approaching C. M. St. P. & P. Crossing		15	Between Home Signals C&NW Interlocking MP 50.10, Peoria	15	15
Between home signals of Interlocking, East Clinton	20	15	Between Edmund Street and Burlington Elevator, Peoria	10	10
Either leg of wye East Clinton	10	10	Steam engines running backward	20	20
Over C. & N. W. crossing M. P. 64.10 south of Fulton	15	15			
Steam engines running backward	10	10	AGNEW AND DENROCK—SUBDIVISION		
			Maximum Speed	35	30
			Denrock to M.P. 30.00		30
			M.P. 30.00 to M.P. 31.75		25
			M.P. 31.75 to Agnew		30
			Over Rock River Bridge between Sterling and Rock Falls	15	15
			Steam engines running backward	10	10

SPEED RESTRICTIONS—Concluded

LOCATION	All Trains M.P.H.	LOCATION	All Trains M.P.H.
GALVA AND NEW BOSTON—SUBDIVISION		FAIRVIEW AND LEWISTOWN—SUBDIVISION	
Maximum Speed	25	Maximum Speed	20
S-4-A and O engines, Alpha and Galva	20	O-1-A or O-3 engines, Fairview Mine to M. P. 44.00	15
Diesel engines between:		250 ton derrick over Bridge 43.25	5
M. P. 16.75 and M. P. 18.15	15	Over Bridges 43.66 and 45.18	10
M. P. 26.30 and M. P. 26.35	15	Loaded tank cars and loaded 30 yard air dump cars	
M. P. 28.65 and M. P. 28.70	15	in 202800-202884 series	15
M. P. 29.12 and M. P. 29.20	15	O engines over Bridge 43.25	10
Over Bridge 49.09	15	O engines on curves between M. P. 35.90 and M. P. 36.10	10
GP-7 Engine Over Bridge 49.09	10	Steam engines running backward	10
Loaded tank cars and loaded 30 yard air dump cars		QUINCY AND EAST HANNIBAL—SUBDIVISION	
in 202800-202884 series	20	Maximum speed	20
Approach grade crossing M. P. 3.75 between Galva and		Approaching Broadway Street crossing, Quincy	5
Nekoma prepared to stop and sound whistle freely	5	Wabash trains between Wabash Jct. and East	
Hard Road crossing 1100 feet east of Alpha depot	Stop	Hannibal:	
Over C. B. & G. crossing, Alpha	10	Diesel engines	20
Over highway crossing west of Viola depot	8	Steam engines	15
First and Second Street crossings, west of Aledo depot	Stop	O-1-A engines over Bridges 269.58 and 275.09	10
Westward trains over Spruce Street crossing Aledo	10	Diesel engines between:	
Washington Street Joy, M. P. 44.40	Stop	M. P. 273.95 and M. P. 274.15	15
Highway Crossing M. P. 50.57 New Boston	Stop	M. P. 275.45 and M. P. 275.60	15
Steam engines running backward	10	Loaded tank cars and loaded 30 yard air dump cars	
		in 202800-202884 series	15
		Steam engines running backward	10

SPEED RESTRICTIONS—Concluded

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.	LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
MONMOUTH AND BEARDSTOWN SUBDIVISION			CONCORD AND CENTRALIA SUBDIVISION		
Maximum speed:			Maximum speed.....	45	40
Monmouth-Bushnell.....	20	20	Concord, through turnout Jct. Switch.....	30	30
Bushnell-Beardstown.....	45	40	G. M. & O. and Wabash crossings, Jacksonville.....	20	20
Between Monmouth and Bushnell, loaded tank cars and loaded 30 yard air dump cars in 202800-202884 series.....		20	Through turnouts of spring switches north and south ends siding Lowder, in either direction.....	45	40
Between Bushnell and Beardstown, loaded tank cars and loaded 30 yard air dump cars in 202800-202884 series.....		35	Engine or leading car of train between home signals at I. T. crossing, M. P. 42.48.....	20	20
Over all street crossings at Monmouth.....	8	8	Through turnout of spring switch north end of siding Girard, in either direction.....	45	40
Through turnout dual controlled switch north end of siding Bushnell, in either direction.....	30	30	Through turnout south end of siding Girard, in either direction.....	20	20
Through turnouts of spring switches north and south ends siding Adair, in either direction.....	45	40	N.Y.C. crossing, Litchfield.....	25	25
Through crossover from Main track to West Track at Vermont.....	30	30	Wabash and Illinois Central crossings, Litchfield.....	40	30
Mine Spur Astoria.....		15	M engines using Wabash Connection at Litchfield.....		5
Southward Bader to Browning.....	30	20	Northward trains using siding at Ayers; head end of train between north switch of siding and highway crossing, 165 ft. north.....	5	5
Over Illinois River Bridge, Beardstown.....	15	15	Head end of trains over two main street crossings, Keyesport.....	20	20
M-4-A engines doubleheaded over Illinois River Bridge, Beardstown.....	10	10	Through turnout end of two main tracks Shattuc.....	20	20
M-4-A engines followed by derrick over Illinois River Bridge, Beardstown.....		10	Main track switch, M.P. 119.75.....	10	10
Between Illinois River Bridge and Beardstown Yard.....	15	15	Steam engines running backward.....	20	20
On West track between Beardstown and Vermont.....	35	30			
Steam engines running backward:			CENTRALIA AND C. B. & Q. JCT. SUBDIVISION		
Monmouth-Bushnell.....	10	10	Maximum Speed:		
Bushnell-Beardstown.....	20	20	Centralia-Herrin Jct.....	45	40
			Herrin Jct.-C. B. & Q. Jct.....	45	45
			Centralia:		
			I. C. Crossing.....	30	30
			Waltonville: C. W. & F. mine lead.....	10	10
			O-1 or heavier engines on mine spurs and in mine yards.....		10
			Zeigler Jct.: At approach signals governing trains ap- proaching Mo. Pac. Crossing.....		25
			Through turnout of spring switch at end of two main tracks Zeigler Jct.....	20	20
			Engine or leading car of train between home signals at Mo. Pac. Crossing, M. P. 165.00.....	20	20
			Cambon: Tralling movements through spring switch at north end of siding.....	10	10
			Horton: Northward trains and engines through east weye switch.....	10	10
			Herrin Jct., over Jct. switch.....	10	10
			Between M. P. 214.13 and M. P. 215.75.....	35	35
			Forman: At approach signal governing southward trains approaching N. Y. C. Crossing.....	25	25
			Forman: Engine or leading car of train between home signals at N. Y. C. Crossing.....	20	20
			Around south leg of wye Metropolis.....	10	10
			Steam engines running backward.....	20	20
			ZEIGLER JCT. AND ZEIGLER SPUR HORTON AND WEST FRANKFORT SPUR HERRIN JCT. AND HERRIN SPUR		
			Maximum speed.....	Reduced Speed	Reduced Speed 10
			O-1 or larger engines on mine spurs and in mine yards.....		
			Trains and engines in either direction over State Highway crossings at M. P. 1.79 and M. P. 1.43, West Frankfort Yard:		
			Main track.....	10	10
			From yard or lead tracks.....	5	5
BEARDSTOWN AND EAST ALTON SUBDIVISION					
Maximum speed:					
Beardstown-MP 70.50.....	45	40			
MP 70.50-MP 40.00.....	55	45			
MP 40.00-East Alton.....	45	40			
Between Depot and south end of yard, Beardstown.....	30				
Over switches Beardstown yard office.....	20				
Through turnout, M. P. 108.20 Frazier.....	30	30			
Northward trains M.P. 105.20 to Arenzville.....	30	30			
Southward trains M.P. 106.90 to M.P. 105.40.....	30	30			
Chapin: At approach signal governing southward trains approaching Wabash Crossing.....		35			
Engine or leading car of train between home signals at Wabash crossing, Chapin.....	20	20			
Between MP 95.25 and MP 96.25.....	30	30			
On reverse curves between MP 84.20 and MP 83.35.....	30	30			
West Roodhouse: At approach signals governing trains approaching G. M. & O. Crossing.....		20			
Engine or leading car of train between home signals at G.M.&O. crossings, M.P. 73.33 and M.P. 75.27.....	20	20			
Whitehall: At approach signals governing trains ap- proaching G. M. & O. Crossing.....		15			
Through Whitehall.....	20	20			
Around curve M.P. 43.83.....	35	35			
Over G. M. & O. crossing, MP 38.61.....	20	20			
Over Shamrock Street, East Alton, engine or leading car.....	5	5			
Steam engines running backward.....	20	20			

SPECIAL INSTRUCTIONS

Master Mechanic.....	O. W. Gibson, Galesburg.
Master Mechanic.....	H. H. Niemeyer, Beardstown.
Assistant Master Mechanic.....	A. Baker, Galesburg.
Trainmaster.....	J. E. Bowman, Galesburg.
Trainmaster.....	W. E. Traut, Beardstown.
Terminal Trainmaster.....	W. C. Carter, Galesburg.
Terminal Trainmaster.....	O. I. Sandberg, Rock Island.
Assistant Trainmaster.....	C. Faletti, Galesburg.
Road Foreman.....	P. J. Rhoades, Galesburg.
Road Foreman.....	H. L. Bettger, Galesburg.
Road Foreman.....	K. R. Sutton, Galesburg.
Road Foreman.....	L. G. Standley, Beardstown.
Chief Dispatcher.....	W. L. Logsdon, Galesburg.
Night Chief Dispatcher.....	O. Eunice, Galesburg.
Night Chief Dispatcher.....	J. E. Ransom, Galesburg.
Relief Chief Dispatcher.....	J. H. Phillips, Galesburg.

Train Dispatchers—Galesburg.

M. S. Chapman	J. A. Ketcham	G. A. Fielsher	H. C. McMullin
L. W. Robbins	H. E. Metcalf	J. D. Healea	S. C. Ortman
T. E. O'Brien	J. R. Brown	P. B. Holland	C. R. Johnesee

1. USE OF TRACK:

Freight and passenger diesel engines may operate on any siding, yard or station track where O-1-A engines operate.

Rule 908 applies to all mine spurs and mine tracks regardless of whether or not they are in yard limits as crews are liable to find cars on these spurs or tracks and they must proceed only as the way is seen and known to be clear.

One long and three short blasts of interlocking horn at Seminary Street and Waterman Interlocking is signal for train, yard or enginemen to come to telephone.

At Waterman: Before entering interlocking limits, trains or engines moving south on yard tracks 4 to 9, inclusive, and moving in either direction through limits of crossover No. 42 between tracks 3 and 4 near south end of Yard R must stop clear of the bonded track section unless it is known that switches are properly lined for their movement. These clearance points are indicated by yellow paint on each track located at safe clearance short of the ladder.

Switch light indication on tracks 4 to 9, inclusive, is yellow when lined for the ladder, and red when lined for the individual track.

On crossover No. 42 light indication for switches is yellow when lined for the straight track, and red when lined for the crossover.

At Galva, automatic crossing gates are located at Exchange Street and Chester Street, just east and west of depot. Approach circuits to these crossings are very short on yard tracks and on Galva-New Boston main track. Trains and engines should pull down onto the track circuits, then stop to permit gates to lower before proceeding over crossings.

When train order (Form D-R) authority for crossover, at facing-point hand-throw switch is issued at the point where crossover movement is to be made, train must be stopped before the crossover switches are lined.

Trains between Shattuc and East St. Louis and North St. Louis are governed by rules and timetables of B. & O. R. R.; T. R. R. Assn.; N. Y. C. R. R. and G. M. & O. R. R.; Illinois Terminal R. R., and Hannibal Division.

At Shattuc, train and enginemen must have permission from operator at Tower before handling switches leading to or from either main track to B. & O. R. R. connection.

Southern Railway trains and engines will use C. B. & Q. tracks between Southern Railway Jct. at Centralia Yard and Southern Railway Jct. at M. P. 122.70. There is no superiority of trains between these points and all trains and engines must move at reduced speed.

Normal position of Southern Railway Junction switch, M. P. 120.96, is for Southern Railway main track. C. B. & Q. southward trains and Southern Railway eastward trains must stop before passing this switch.

Normal position of switch at end of two main tracks M. P. 121.33, Centralia Yard, is for freight yard lead.

Mo. Pac. R. R.; I. C. R. R. and Mine Co. engines will use C. B. & Q. tracks between south end of lead and Zeigler station. All movements must be made at reduced speed.

Track between I. C. R. R. yards and C. B. & Q. Jct., Metropolis, is used by I. C. R. R. trains and engines as prescribed by Rule 93.

C. B. & Q. trains and engines using I. C. R. R. tracks at Metropolis, and at Campbell Yard West Frankfort, are governed by I. C. R. R. Rule 93, which reads as follows:

"Within yard limits the main track may be used clearing the time of first class trains.

Second and third class, extra trains and engines must move within yard limits prepared to stop unless the main track is seen or known to be clear. In case of accident the responsibility rests with the approaching train or engine.

Trains and engines occupying the main track within yard limits must be protected by flagman during fogs, storms or other unfavorable conditions, also where the view of an approaching train is obstructed by curvature or other conditions. Trainmen and yardmen will be held responsible for any failure to exercise reasonable precaution in protecting their trains and engines under such conditions."

2. If due to accident, on an engine other than steam, operating without cars, causing complete failure of the air brake, proceed as follows:

- Close throttle to idle.
- Move the reversing handle to reverse position.
- Open throttle to No. 1 position.

3. RULES OF THE OPERATING DEPARTMENT ARE MODIFIED AS FOLLOWS:

RULE H.

The use of tobacco by employes in uniform while on duty in the presence of patrons, or by employes transacting business with patrons in or about stations, is prohibited.

RULE Q.

Courteous deportment is required of all employes in their dealings with the public, their subordinates and each other.

Employes who are careless of the safety of themselves and others, negligent, insubordinate, dishonest, immoral, quarrelsome or otherwise vicious or who do not conduct themselves in such a manner and handle their personal obligations in such a way that their railroad will not be subject to criticism or loss of good will, will not be retained in the service.

RULE 16 (k).

One long sound of communicating signal to shut off train heat.

RULE 17. (Last Paragraph).

At night, when standing or moving about yards, road engines without cars must display a light on the rear.

RULE 19 (e).

A train not equipped to display the prescribed markers will display a red flag by day and a white light by night to indicate the rear of the train.

RULE 21.

Where extra trains display classification signals, the display of white flags will be discontinued and white lights will be used as classification signals for both day and night operation.

RULE 30.

Except where the momentary stop and start, forward or backward, is a continual switching movement, the engine bell must be rung when an engine is about to move, and while approaching and passing public crossings at grade and station platforms.

RULE 35.

The following signals will be used by flagmen:
Day Signals—A red flag, torpedoes and red fuseses.
Night Signals—Torpedoes and red fuseses.

RULE 99 (B). (Second paragraph).

The required flagging equipment for an engine is one red flag, six torpedoes and four red fuseses.

RULE 208. (Second paragraph).

The several addresses must be in the order of superiority of trains, each office taking its proper address and when office is open, except within Automatic Block Signal Limits, must include the operator at meeting or waiting point.

SPECIAL INSTRUCTIONS—Concluded.

RULE 221 (a). (First paragraph).

Where trains are operated on single track, Clearance Form A must be filled out by the operator before clearing a train, showing thereon, without erasure or alteration, the total number of train orders and the number of each train order, if any, addressed to a train. He will then repeat from the clearance to train dispatcher the information shown thereon. The dispatcher will make the required record in the train order book, and if operator has correctly repeated the number of all train orders addressed to a train will respond by giving "OK," the time, and the Superintendent's initials, which the operator will endorse on the Clearance.

CLEARANCE FORM F.

Proceed per Rule 509 A on _____ track.

Train Dispatcher will specify number or name of track that the train will proceed on after passing the signal; viz., in multiple track territory—On No. 2 track, or—on westward track; in single track territory—on Main track, or on siding or yard track. Conductor or Engineman will note track on Clearance Form F and repeat to the Train Dispatcher.

RULE 318 (B). (Third paragraph).

A train may be permitted to follow a train other than a passenger train into a block under Permissive indication, or with permissive Form C, on authority of train dispatcher, provided ten minutes have elapsed since the passage of the last preceding train.

RULE 374.

When a train is passed by another train at a non-communicating station, the train passed must wait ten minutes and then proceed at Reduced Speed to the next open block station.

RULE 501-501-E.

A single arm semaphore signal having a yellow blade in a vertical position in the upper quadrant with a green light will indicate proceed in accordance with Rule 501.

A single arm semaphore signal having a yellow blade in the upper quadrant at an angle of 45 degrees to the vertical with a yellow light will indicate approach in accordance with Rule 501-E.

RULE 509 C.

When block signal rules require movement at restricted speed, this speed must not be increased until after the rear of train has passed through the block.

RULE 512. (Second paragraph).

Except as provided for in Rule 512, before train or engine movement is made from siding equipped with a spring switch, not governed by a dwarf signal, spring switch must be opened by hand.

When a train or engine, on a siding equipped with a spring switch and dwarf signal, is stopped by a Stop indication and no conflicting train or engine movement is evident, and movement to main track is authorized as prescribed by Rule 509, spring switch must be opened by hand.

In either case, after waiting three minutes and leading truck has passed fouling point while switch is open, switch must then be closed by hand. Leading truck must not pass fouling point until after expiration of the three minute period.

RULE 672. (Third paragraph).

If there is no indication to show that signals on the conflicting routes indicate stop, movement must be made in the following manner: Train or engine will be moved to occupy the track between the home signal and the crossing and stop clear of the crossing. Burning red fuses must be placed 100 feet from the crossing on all conflicting routes. Train or engine may proceed after standing two minutes, if no conflicting train or engine movement is evident.

RULE 712.

Train orders must not be transmitted by radio between head and rear end of a train.

Information concerning the position of switches or aspect of governing signals must not be requested nor accepted by train or engine crews from persons other than members of their own crew.

RULE 908. (Second paragraph).

Before moving engines and cars on station, or industry tracks, train and yardmen must know that the cars can be moved with safety.

(Fourth paragraph).

Unless otherwise authorized, cars must not be shoved on yard tracks, team tracks, industry or freight house tracks, until a member of the crew is stationed at the opposite end of tracks for the purpose of ascertaining the amount of room or clearance and prevent shoving cars out to foul.

RULE 913 (First paragraph).

When for any reason an engine leaves its train or part of its train on main track at night or when view is obscured, torpedoes must be placed a safe distance in advance of rear portion of train to warn enginemen returning, and at night a light must be placed on front end of rear portion of train.

RULE 914.

A rectangular yellow sign with diagonal black stripe displayed on the right of track indicates that the track one mile distant is safe for a speed of 10 miles per hour unless otherwise directed by train order, timetable or bulletin.

A round green sign with diagonal white stripe displayed on the right of the track signifies that the slow track has been passed and authorized speed may be resumed. Enginemen must maintain slow speed until proceed signal is received from rear of train.

On subdivisions where maximum speed is 40 MPH or more an octagonal yellow sign with horizontal black stripe displayed on the right of the track will indicate the beginning of slow track.

RULE 916.

Diesel engines may be dead headed directly behind road diesel engines between:

Galesburg and West Quincy	Galva and Alpha
Galesburg and Savanna	Denrock and Sterling
Galesburg and Peoria	Bushnell and Beardstown
Yates City and Lewistown	Beardstown and East St. Louis
Barstow and Rock Island	Concord and Metropolis

RULE 918.

Bridge derricks 205204, 205252 and 204620 must be handled in trains with boom connected and trailing.

RULE 1304.

Before starting brake test on a freight train, the brake system must be charged to not less than 10 lbs. below the standard pressure for that train, instead of 5 lbs.

RULE 1315 (e).

When, for any reason, the electro-pneumatic brakes become unserviceable, the following procedure will govern:

(1) when running and the brakes fail to apply in service position of the brake valve, the train must be stopped immediately with emergency application of the brakes by moving brake valve handle to emergency position and no other movement of the brake valve is to be made until train has stopped,

(2) when running and the brakes fail to release, the train will be stopped with service application;

after train has stopped, or when any change in the electro-pneumatic brake system occurs after leaving the initial terminal of the train, a standing test of the automatic air brakes must be made, as prescribed by Rule 1314, following which the train may proceed, making a running test and operate not exceeding maximum speed of 79 MPH. When this change is made conductor and engineman will reverse their Air Brake Clearance Form K and show on form where change was made and time of change with their signature. This will supersede instructions on the original Clearance Form K.

RULE 1345.

The emergency air brake valve located in all passenger, baggage and express cars and in cabooses of freight trains must not be used unless absolutely necessary. If an emergency arises where the train must be stopped as quickly as possible to avoid danger to life or property, open the emergency air brake valve wide and leave it open until the train stops.

If it is necessary to stop a train due to inability to transmit signal to the engineman, open the valve carefully and after the brakes begin to apply, gradually increase the exhaust until it is sufficient to keep brakes applied to the stop.

Conductors and trainmen must familiarize themselves with the location of emergency air brake valves in their train.

4. Within C.T.C. limits, trains finding a stop and proceed indication displayed by a signal, which governs facing point movement over a spring switch, will comply with Rule 104 (b) and in addition a member of the crew will contact train dispatcher by telephone, located adjacent to the spring switch, when such communication is available.

In C.T.C. territory whenever trailing movement through spring switch is not authorized by signal indication, the spring switch must be operated by hand. When any switching movements are made over spring switch, Rule 538 will apply as to permission, time and working limits and notification to engineer.

5. Air brakes must be used on occupied passenger carrying equipment when switching.

TRACK RESTRICTIONS FOR ENGINES

GALESBURG DIVISION

Galesburg.....	S-4-A, or O-5-A must not move from passenger station tracks 3, 4 or 5 toward Knox Street or Peoria.
Between Galesburg and Quincy.....	M-4-A setting out or picking up, must keep engine on main track or siding, except at Bushnell.
Abingdon and Avon.....	O-3 or larger must not use industrial or storage tracks.
Bushnell.....	O-1-A or heavier must not go to Martin Shultz Plant. O-5-A and M-4-A must not go beyond frog on T. P. & W. transfer track. M engines must not use Swift's and elevator tracks. Engines must not go beyond third crossing on tail track.
Macomb.....	Steam engine must not use spur track serving Associated Dalries and Godonsky Coal Co. Road engines using Depressed track, Hemp & Company, must not pass a point 100 feet south of south end of plant.
Camp Point.....	O-5-A or larger must not use stock or house tracks.
Guincy.....	Mississippi River bridge 138.02 M-4-A, O-5-A, and S-4-A must not operate over bridge, and O-3 must not doublehead over bridge. M-4-A and O-5-A must not doublehead over Upper Bay bridge. M-4-A must not operate through freight yard except on following tracks: East Hannibal main tracks 4 and 5 and north end of track 6 for a distance of 15 car lengths, and on tracks leading to north end of roundhouse.
Erie.....	O-5-A and M must not move back of frog south end of house track.
Rio.....	Engines heavier than O-3 must not use south wye.
Orion.....	O-5-A and M-4-A on stock track must not move beyond elevator.
Warner—Rio—Henderson.....	O-5-A and M-4-A on stock track must not move back of frog.
Fulton.....	O-1-A or heavier must not use interchange track with C. & N. W.
Farmington.....	Engine must not move beyond derail on track leading to Aiden 5 Mine at South end.
Dunfermline: Buckheart Mine.....	O-1-A must not move beyond empty car track switch.
Central States Mine.....	Engine must not use bridge on No. 4 (Hill track); M-4-A on running track must not move beyond crossing north of tipple and tipple will not clear man on side or top of car.
Bryant.....	Engines larger than O-3 must not operate into Morgan Mine.
Lewistown.....	O-3 or heavier must not use back track for movement north beyond the south switch of middle track.
Cuba.....	Engine must not use Sternberg Mine tracks, M. P. 41.25, more than 500 feet from either north or south main track switches.

GALESBURG DIVISION—Continued

M-4-A engines must not use:

Knoxville.....	House track.
Maquon.....	House track. Elevator track.
Alden Mine.....	Beyond clearance point.
Farmington.....	House track. Elevator track. M. & St. L. transfer track.
Norris.....	House track.
Pschirrer Mine.....	Beyond clearance point.
Canton.....	House track. Industry track.

BEARDSTOWN DIVISION

Monmouth.....	O-1-A or heavier engines must not use southwest wye or Pattee track.
Vermont.....	Wye track, must not be used by engines heavier than S-2-A.
Astoria.....	Engines must not pass over pit in No. 3 track empty yard Key Coal Co.
Sugar Creek Siding.....	West track, M. P. 122.75 must not be used by engines heavier than O-3.
Wattonville.....	Engines heavier than O-1-A must not use double turnout from runaround track at tail track at Orient Mine No. 3.
M-4-A engines must not use:	
Bushnell.....	Swift track beyond frog.
Adair.....	Elevator spur. House track beyond white post.
Vermont.....	Bader elevator track.
Beardstown.....	Crossover south of 8th Street from depot pocket track to running track.
Arenzville.....	South elevator track.
Jacksonville.....	House track and Tuckers Plant tracks. Wabash connection beyond frog.
Litchfield.....	N. Y. C. interchange track beyond white post.
Sorento.....	N. K. P. Interchange track beyond white post.
Smithboro.....	P. R. R. interchange track beyond white post.
Shattuc.....	B. & O. interchange track beyond derail.
Sesser.....	Lumber tracks. Coal chute track beyond pit.
Valier Mine.....	Tipple track.
Christopher.....	South empty yard tracks No. 3 and No. 4. Repair track and south house track. No. 1 track North empty yard 500 feet from frog on each end of track.
Herrin Jct.....	Account sharp curvature off main track M engines entering Herrin Jct. yard from south must use the Herrin Spur track.

E. L. POTARF, General Manager, Chicago, Ill.

J. E. HAMER, Superintendent, Galesburg, Ill.

L. H. DYER, Terminal Superintendent, Galesburg, Ill.

J. M. TURNER, Assistant Superintendent, Centralia, Ill.

W. B. SIMMONS, General Superintendent Transportation, Chicago, Ill.