

The Atchison, Topeka and Santa Fe Railway Co.

EASTERN LINES
EASTERN DISTRICT



ILLINOIS DIVISION



EMPLOYEES' TIME TABLE No. 73

73

IN EFFECT

Sunday,

July 5, 1942

AT 12:01 O'CLOCK A. M.

Central Standard Time

73

Superseding Time Table No. 72-A, Dated April 19, 1942, and Any Supplements Thereto.

This Time Table is for the Government and Information of Employees of this Company only.

H. B. LAUTZ,
General Manager,
Topeka, Kansas.

P. O'SULLIVAN,
Asst. General Manager,
Topeka, Kansas.

H. G. ARNOLD,
Superintendent,
Chillicothe, Illinois.

Timetable 74 eff 29 Nov 1942

ILLINOIS DIVISION—FIRST DISTRICT.

WESTWARD.

Capacity of Tracks in 44 ft. cars.		First Class														Fuel, Water, Turn Tables and Wyes.	TIME TABLE No. 73, July 5, 1942.	Ruling Grade Ascending.	Distance from Chicago.
		33	37	39	43	51	7	1	5	21	17	13	19	23	11				
Sidings	Other Tracks	California, Texas, Okla. Fast Freight.	Oklahoma, Texas, Okla. Freight.	Oklahoma, Texas Fast Freight.	No. California Fast Freight.	Way Freight.	Fast Mail-Express.	The Scout.	The Ranger.	El Capitan.	The Super Chief.	Motor.	The Chief.	Grand Canyon Limited.	The Kansas Cityan.	California Limited.	W F T Y	STATIONS.	Miles.
		Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Tuesday and Saturday.	Leave Tuesday and Saturday.	Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.			
	Yard						PM 10.35	PM 10.25	PM 8.15	PM 5.45	PM 5.30	PM 1.10	PM 12.01	AM 10.30	AM 9.80	AM 1.85		CHICAGO.	0
																		1.2	0
																		C. & W. I. JCT.	1.2
																		0.1	79.2
																		Stewart Avenue Crossing.	1.3
																		1.8	0
																		DRAWBRIDGE.	3.1
																		1.3	26.4
																		Panhandle Crossing.	4.4
																		1.5	35.8
																		I. N. Crossing.	5.9
	Yard	PM 10.00	PM 6.30	PM 6.00	AM 11.00	AM 6.45												0.1	0
	Yard																	CORWITH.	6.0
																		0.1	0
																		CORWITH JCT.	6.1
																		1.1	0
																		Chicago Belt Crossing.	7.2
																		5.5	0
																		McCOOK.	12.7
																		0.2	0
																		B. & O. C. T. Crossing.	12.9
																		4.5	0
																		WILLOW SPRINGS.	17.4
																		1.6	0
																		SANTA FE PARK.	19.0
																		6.1	0
																		LEMONT.	25.1
																		4.2	0
																		ROMEIO.	29.3
																		3.4	0
																		LOCKPORT.	32.7
	Yard	11.20 PM	7.45 PM	6.50 PM	12.20 PM	10.00 AM												3.5	10.6
	Yard						\$11.25 PM	\$11.15 PM	\$ 9.10 PM	6.28 PM	6.13 PM	\$ 2.15 PM	12.52 PM	\$11.25 AM	\$10.13 AM	\$ 2.30 AM		JOLIET YARD.	36.2
																		1.3	10.6
																		JOLIET U. S. C. R. I. & P. Crossing.	37.5
		Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Tuesday and Saturday.	Arrive Tuesday and Saturday.	Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.		(37.5)	

(45.0) (45.0) (40.9) (52.3) (52.8) (34.6) (44.1) (40.9) (52.3) (40.9) Average speed per hour.

NOS. 33, 37, 39, 43 AND 51 HAVE NO TIME TABLE AUTHORITY.

Trains have no time table superiority between Chicago and Nerska and will be governed by C. & W. I. Time Table and Rules between Chicago and C. & W. I. Jct. and by Chicago Terminal time table between C. & W. I. Jct. and Nerska.

Except as otherwise provided, first class trains inferior by right or direction must clear the time of trains Nos. 11, 17 and 21 not less than five minutes. Second class, extra trains and yard engines must clear the time of Nos. 11, 17 and 21 not less than ten minutes.

ILLINOIS DIVISION—FIRST DISTRICT.

EASTWARD.

Mileage Ascending.	TIME TABLE No. 73, July 5, 1942.	Telegraph and Telephone Office.	First Class.										40	42	52	38	44
			8	4	22	2	6	14	20	18	24	12					
			Fast Mail Express.	California Limited.	El Capitan.	The Scout.	The Ranger.	Motor.	The Chief.	The Super Chief.	Grand Canyon Limited.	The Chicagoan.	Texas- Chicago Fast Freight.	Colo. Chgo. Fast Freight.	Way Freight.	Fast Freight.	Perishable Express.
	STATIONS.		Arrive Daily.	Arrive Daily.	Arrive Sunday and Thursday.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Sunday and Thursday.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily.
0	CHICAGO.	C	AM 5.50	AM 7.00	AM 7.15	AM 8.45	AM 9.00	PM 12.10 PM	PM 1.25	PM 1.45	PM 7.30	PM 9.30					
79.2	C. & W. I. JCT.																
	Stewart Avenue Crossing.																
0	DRAWBRIDGE.																
0	Panhandle Crossing.																
0	L. N. Crossing.																
0	CORWITH.	C											AM 8.30	AM 5.30	PM 8.00	PM 2.00	AM 12.45
0	CORWITH JCT.																
0	Chicago Belt Crossing.																
0	NERSKA.	C	5.25	6.36	6.54	8.20	8.35	11.48	1.00	1.24	7.08	9.09			2.40		
0	McCook.	C	5.17	6.28	6.47	8.12	8.27	11.39	12.52	1.17	6.58	9.02	8.00	5.00	2.15	1.00	12.15 AM
0	B. & O. C. T. Crossing.	C															
0	WILLOW SPRINGS.	C	5.10	6.21	6.41	8.05	8.20	11.30	12.47	1.11	6.51	8.56			1.05		
0	SANTA FE PARK.							11.27									
13.7	LEMONT.	C	4.59	6.11	6.33	7.55	8.10	11.18	12.38	1.03	6.41	8.49			12.25 PM		
10.6	ROMEO.	C						11.11							11.30		
10.6	LOCKPORT.	C	4.50	6.01	6.25	7.45	8.00	11.06	12.30	12.55	6.31	8.42			9.45		
10.6	JOLIET YARD.	C											2.15 AM	3.35 AM	9.30 AM	12.30 PM	11.30 PM
10.6	JOLIET U. S.	C	4.40 AM	5.53 AM	6.19 AM	7.37 AM	7.50 AM	10.55 AM	12.22 PM	12.49 PM	6.20 PM	8.36 PM					
	(37.5)		Leave Daily.	Leave Daily.	Leave Sunday and Thursday.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily.	Leave Sunday and Thursday.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily.
Average speed per hour.....			(35.0)	(33.4)	(40.2)	(33.1)	(32.1)	(30.0)	(35.7)	(40.2)	(32.1)	(41.7)					

NOS. 38, 40, 42, 44 AND 52 HAVE NO TIME TABLE AUTHORITY.

Trains have no time table superiority between Nerska and Chicago and will be governed by Chicago Terminal time table between Nerska and C. & W. I. Jct., and by C. & W. I. Time Table Rules between C. & W. I. Jct. and Chicago.

Except as otherwise provided, first class trains inferior by right or direction must clear the time of trains Nos. 12, 18 and 22 not less than five minutes. Second class, extra trains and yard engines must clear the time of Nos. 12, 18 and 22 not less than ten minutes.

ILLINOIS DIVISION—FIRST DISTRICT.

WESTWARD.

Second Class.				First Class.													Fuel, Water, Turn Tables and Wyes.	TIME TABLE No. 73. July 5, 1942.	Ruling Grade Ascending.	Distance from Chicago.
33	37	39	43	47	49	7	1	5	21	17	13	19	25	23	11	3				
California Texas, Okla. Fast Freight.	Oklahoma Texas Freight.	Oklahoma Texas Fast Freight.	No. California Fast Freight.	Through Freight.	Way Freight.	Fast Mail-Express.	The Scout.	The Ranger.	El Capitan.	The Super Chief.	Motor.	The Chief.	Motor.	Grand Canyon Limited.	The Kansas Cityan	California Limited.				
Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sunday.	Leave Tues. Thurs. Sat.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Tuesday and Saturday.	Leave Tuesday and Saturday.	Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily.	Leave Daily.				
PM			PM			PM 11.25	PM 11.15	PM 9.10	PM 6.28	PM 6.13	PM 2.15	PM 12.52		AM 11.25	AM 10.13	AM 2.30	JOLIET U. S.	37.5		
						11.30	11.20	9.15	6.32	6.17	2.20	12.57		11.30	10.17	2.36	G. R. I. & P. Crossing. 3.5	0		
											f 2.26						PLAINES.	41.0		
																	5.1	15.8		
																	MILLSDALE.	46.1		
																	2.1	11.8		
																	DRUMMOND.	48.2		
																	2.1	0		
																	BLODGETT.	50.3		
																	2.5	6.1		
						11.41	11.31	9.28	6.41	6.26	f 2.35	1.09		11.42	10.26	2.49	LORENZO.	52.8		
						11.45	11.35	9.32	6.44	6.29	2.40	1.13		11.46	10.29	2.54	4.4	9.1		
																	PEQUOT.	57.2		
																	1.0	8.7		
								s 9.37			s 2.45						COAL CITY.	58.2		
																	3.7	0		
																	GORMAN.	61.9		
																	4.2	10.2		
																	MAZON.	66.1		
																	4.7	15.8		
																	VERONA.	70.8		
																	4.0	13.7		
																	KINSMAN.	74.8		
																	4.9	15.8		
																	RANSOM.	79.7		
																	4.7	0		
																	KERNAN.	84.4		
																	5.2	0		
AM 1.30			2.15	PM 10.30	AM 7.00	s 12.22	s 12.12	s 10.18	7.12	6.57	s 3.40	1.50	PM 12.40	s 12.28	s 10.58	s 3.45	STREATOR.	89.6		
																	0.2	0		
																	Alton and N. Y. G. Crossing.	10.1		
																	0.4	0		
																	Wabash Crossing.	90.2		
																	3.7	0		
																	MOON.	93.9		
																	1.9	0		
																	ANCONA.	95.8		
																	6.3	15.8		
																	LEEDS.	102.1		
																	7.8	26.4		
																	TOLUCA.	109.9		
																	6.1	0		
																	LA ROSE.	116.0		
																	4.9	0		
																	WILBERN.	120.9		
																	9.2	26.4		
3.10 AM	11.00 PM	9.05 PM	3.45 PM	Via Pekin District.	Via Pekin District.	1.07 AM	12.57 AM	11.10 PM	7.48 PM	7.33 PM	Via Pekin District.	2.35 PM	1.42 PM	1.15 PM	s 11.35 AM	4.40 AM	CHILlicothe.	130.1		
Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Tues. Thurs. Sat.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Tuesday and Saturday.	Arrive Tuesday and Saturday.	Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily.	Arrive Daily.				

(18.6) (18.6) (54.5) (54.5) (46.3) (69.5) (69.5) (56.1) (53.9) (39.2) (50.5) (67.8) (42.7) Average speed per hour.

NOS. 33, 37, 39 and 43 HAVE NO TIME TABLE AUTHORITY.

Except as otherwise provided, first class trains inferior by right or direction must clear the time of trains Nos. 11, 17 and 21 not less than five minutes. Second class, extra trains and yard engines must clear the time of Nos. 11, 17 and 21 not less than ten minutes.

Trains have no time table superiority on track No. 3 between Kernan and Streator Coal Chute.

ILLINOIS DIVISION—FIRST DISTRICT.

EASTWARD.

Mileage Ascending.	TIME TABLE No. 73, July 5, 1942.	Telegraph and Telephone Offices.	First Class.										Second Class.				Capacity of Tracks in 44 ft. cars.				
			8	4	22	2	6	26	14	20	18	24	12	50	48	42	38	44	40	Sidings	Other Tracks
			Fast Mail Express.	California Limited.	El Capitan.	The Scout.	The Ranger.	Motor.	Motor.	The Chief.	The Super Chief.	Grand Canyon Limited.	The Chicagoan.	Way Freight.	Through Freight.	Colo.-Chgo. Fast Freight.	Fast Freight.	Perishable Express.	Texas-Chgo. Fast Freight.		
	STATIONS.		Arrive Daily.	Arrive Daily.	Arrive Sunday and Thursday.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Sunday and Thursday.	Arrive Daily.	Arrive Daily.	Arrive Mon. Wed. Fri.	Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.		
15.8	JOLIET, U. S. C. B. I. & P. Crossing. 3.5	C	AM 4.40	AM 5.53	AM 6.19	AM 7.37	AM 7.50	AM 10.55	PM 12.22	PM 12.49	PM 6.20	PM 8.36			AM	PM	PM				Yard
14.5	PLAINES. 5.1	C	4.31	5.43	6.13	7.25	7.40	10.46	12.16	12.43	6.10	8.30									W108
0	MILLSDALE. 2.1							10.40													8
9.9	DRUMMOND. 2.1	C						10.37													40
0	BLODGETT. 2.5							10.34													9
0	LORENZO. 4.4	C	4.18	5.31	6.01	7.12	7.27	10.29	12.03 PM	12.31	5.58	8.18									E 71 W108
0	PEQUOT. 1.0	C	4.13	5.26	5.57	7.06	7.22	10.23	11.59	12.27	5.54	8.14									
4.7	COAL CITY. 3.7	C					7.18	10.21			5.50										180
0	GORMAN. 4.2							10.15													14
0	MAZON. 4.7	C	4.02	5.16		7.10		10.10	11.49		5.41										89
0	VERONA. 4.0	C	3.57	5.11	5.45	6.45	7.06	10.01	11.45	12.15	5.36	8.02									E 128 W184
0	KINSMAN. 4.9	C						9.53													42
15.8	RANSOM. 4.7	C	3.48	5.02	5.38	6.35	6.57	9.46	11.37	12.08	5.27	7.55									102
15.8	KERNAN. 5.2	C	3.43	4.57	5.33	6.30	6.51	9.39	11.32	12.03 PM	5.22	7.50									E 60
0	STREATOR. 0.2 Alton and N. Y. C. Crossing. 0.4 Wabash Crossing. 3.7	C	3.33	4.47	5.27	6.19	6.41	AM 9.20 9.15	11.23	11.57	5.12	7.44	PM 1.30	PM 9.30	1.35	AM 11.00	9.45				Yard
0	MOON. 1.9							9.14	9.08				1.10								18
0	ANCONA. 6.3	C	3.18	4.32	5.19	6.05	6.27	9.09	9.05 AM	11.13	11.49	4.56	7.36	1.00 PM	9.10 PM						W69
21.1	LEEDS. 7.8							8.59													48
25.2	TOLUCA. 6.1	C	3.03	4.18	5.06	5.50	6.13	8.47	11.00	11.36	4.40	7.25									E 87 W102
26.4	LA ROSE. 4.9	C						8.37													76
26.4	WILBERN. 9.2	C	2.51	4.06	4.55	5.35	6.01	8.28	10.48	11.25	4.26	7.15									34
0	CHILLICOTHE. (92.6)	C	2.40 AM	3.55 AM	4.45 AM	5.25 AM	5.50 AM	8.15 AM	10.37 AM	11.15 AM	4.15 PM	7.05 PM			12.01 AM	8.45 AM	7.45 PM	9.45 PM			Yard
			Leave Daily.	Leave Daily.	Leave Sunday and Thursday.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Leave Daily.	Leave Sunday and Thursday.	Leave Daily.	Leave Daily.	Leave Mon. Wed. Fri.	Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.		
	Average speed per hour.....		(46.3)	(47.1)	(59.1)	(42.1)	(46.3)	(37.3)	(36.8)	(52.9)	(59.1)	(44.4)	(61.1)	(12.4)	(18.6)						

NOS. 38, 40, 42 AND 44 HAVE NO TIME TABLE AUTHORITY.

Except as otherwise provided, first class trains inferior by right or direction must clear the time of trains Nos. 12, 18 and 22 not less than five minutes. Second class, extra trains and yard engines must clear the time of Nos. 12, 18 and 22 not less than ten minutes.

Trains have no time table superiority on track No. 3 between Streator Coal Chute and Kernan.

ILLINOIS DIVISION—SECOND DISTRICT.

EASTWARD.

Mileage Ascending.	TIME TABLE No. 73, July 5, 1942.	Telephone and Telegraph Offices.	First Class.														
			16	8	4	2	22	6	26	20	18	24	12	38	44	40	42
			Motor.	Fast Mail Express.	California Limited.	The Scout.	El Capitan.	The Ranger.	Motor.	The Chief.	The Super Chief.	Grand Canyon Limited.	The Chicagoan.	Fast Freight.	Perishable Express	Texas- Chicago Fast Freight.	Colorado- Chicago Fast Freight.
	STATIONS.		Arrive Daily Ex. Monday.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Sunday and Thursday.	Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Sunday and Thursday.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.
	CHILLICOTHE.	C		AM 2.35	AM 3.50	AM 5.20	AM 4.45	AM 5.45	AM 8.12	AM 10.32	AM 11.15	PM 4.10	PM 7.05	AM 8.30	PM 7.30	PM 9.30	PM 11.45
31.7	8.0																
	EDELSTEIN.	C		2.24	3.39	5.08	4.36	5.35	8.00	10.22	11.06	3.57	6.57				
31.7	6.2																
	G. B. I. & P. Crossing.																
21.8	0.4																
	PRINCEVILLE.	C							7.50			3.50	6.50				
23.2	3.6																
	MONICA.	C		2.14	3.26	4.54	4.26	5.22	7.44	10.11	10.56	3.45	6.47				
31.7	G. B. & Q. Crossing. 5.1																
	LAURA.	C							7.37								
19.3	4.9																
	WILLIAMSFIELD.	C		2.05	3.17	4.44	4.17	5.13	7.30	10.02	10.47	3.35	6.39				
31.7	5.0																
	DAHINDA.	C							7.21								
0	2.6																
	APPLETON.	C		1.57	3.08	4.35	4.10	5.04	7.17	9.54	10.40	3.26	6.33				
0	5.3								7.10								
0	2.9								7.07								
	EAST GALESBURG.																
15.3	3.4																
	GALESBURG.	C		1.42	2.53	4.20	3.59	4.50	7.00	9.41	10.29	3.10	6.24	7.00			
7.4	2.5																
	G. I. TOWER.	C															
7.4	3.3																
	SURREY.								6.46								
0	2.7																
	CAMBRON.	C		1.30	2.41	4.05	3.50	4.38	6.42	9.32	10.20	2.57	6.16				
5.7	4.2								6.36								
	NEMO.	C												6.00			9.25
31.3	1.7																
	ORMONDE.	C		1.26	2.37	4.00	3.46	4.34	6.33	9.27	10.16	2.52	6.12				
31.2	5.2								6.26								
	PONEMAH.	C															
12.1	4.4																
	SMITHSHIRE.	C		1.17	2.28	3.50	3.37	4.25	6.20	9.18	10.07	2.43	6.04				
31.7	3.1								6.15								
	MEDIA.	C															
31.2	4.3																
	STRONGHURST.	C		1.10	2.21	3.40	3.31	4.18	6.09	9.11	10.01	2.33	5.58				
20.4	3.6								6.02								
	DECORRA.																
31.7	6.4																
	LOMAX.	C		12.59	2.10	3.26	3.22	4.07	5.54	9.00	9.52	2.23	5.50	5.00			8.00
18.0	5.9																
	DALLAS CITY.	C							5.45			2.15					
10.7	1.8								5.41								
	PONTOOSUC.																
14.6	4.4																
	E. FT. MADISON.	C		12.47	1.57	3.13	3.11	3.54	5.35	8.48	9.41	2.08	5.40				
0	1.1																
	State Line.																
23.9	0.8																
	FORT MADISON.	C	AM 12.10	12.42	1.52	3.08 ²²	3.08 ²²	3.50	5.30	8.44	9.38	2.03	5.37				
0	1.2																
	TOWER A.	C															
0	0.5																
	SHOPTON.	C	12.05 AM	12.35 AM	1.45 AM	3.00 AM	3.05 AM	3.43 AM	4.55 AM	8.38 AM	9.35 AM	1.55 PM	5.34 PM	3.30 AM	3.30 PM	5.30 PM	7.15 PM
	(104.5)		Leave Daily Ex. Monday.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Sunday and Thursday.	Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily.	Leave Sunday and Thursday.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.

NOS. 38, 40, 42 AND 44 HAVE NO TIME TABLE AUTHORITY.

Except as otherwise provided, first class trains inferior by right or direction must clear the time of trains Nos. 12, 18 and 22 not less than five minutes. Second class, extra trains and yard engines must clear the time of Nos. 12, 18 and 22 not less than ten minutes.

Trains have no time table superiority between M.P. 235 and Tower A and will move in such limits at restricted speed.

No. 16 has no time table superiority between Tower A and Fort Madison and will move in such limits at restricted speed.

Average speed per hour..... (20.4) (52.2) (50.2) (44.0) (62.7) (51.4) (31.8) (55.0) (62.7) (46.1) (68.9)

ILLINOIS DIVISION.

PEKIN DISTRICT.

		WESTWARD.			Fuel, Water, Train Tables and Wye.	Selling Grade Ascending.	TIME TABLE No. 73. July 5, 1942.	Selling Grade Ascending.	Distance from Ancon.	Telegraph and Telephone Offices.	EASTWARD.			
		Second Class.		First Class.							First Class.		Second Class.	
Capacity of Other Tracks in 44 ft. Cars.	Capacity of Sidings in 44 ft. Cars.	47 Through Freight.	49 Way Freight.	13 Motor.							14 Motor.	50 Way Freight.	48 Through Freight.	
		Leave Daily Ex. Sunday.	Leave Tues. Thurs. Sat.	Leave Daily Ex. Sunday.		Arrive Daily Ex. Sunday.	Arrive Mon. Wed. Fri.	Arrive Daily Ex. Sunday.						
		PM 10.50	AM 7.20	PM 3.52		AM 9.05	PM 1.00	PM 9.10						
22		11.00	7.25	\$ 3.56	0									
27	23	11.15	7.35	\$ 4.05	15.3									
41	22	11.30	7.50	\$ 4.16	31.7									
37	16	11.50	8.05	\$ 4.26	0									
58	19	AM 12.10	8.18 ¹⁴ 9.15	\$ 4.35	0									
		12.30	9.40	4.45	41.2									
20	50	12.40	10.00	4.50	0									
		1.00	10.15	5.00	47.5									
	20	1.05	10.25	\$ 5.05	26.4									
	8	1.15	10.40	f 5.09	31.7									
8		1.25	10.50	f 5.13	31.7									
32	21	1.45	11.15	\$ 5.20	0									
					0									
	35	2.00	11.35	f 5.26	42.2									
Yard	84	2.25	11.55	5.36	0									
Yard		2.30 AM	PM 12.01 PM	5.40 PM	0									
		Arrive Daily Ex. Monday.	Arrive Tues. Thurs. Sat.	Arrive Daily Ex. Sunday.		Leave Daily Ex. Sunday.	Leave Mon. Wed. Fri.	Leave Daily Ex. Sunday.						
		(15.7)	(15.5)	(32.1)	Average speed per hour.....			(27.7)	(11.5)	(18.7)				

Trains have no time table superiority between Streator Jct. and Pekin Jct. and will be governed by T. P. & W. Time Table and Rules.

SPECIAL RULES AND REGULATIONS.

Effective on the Illinois Division and superseding all General Rules inconsistent therewith.

A book of The Atchison, Topeka and Santa Fe Railway System Rules and Regulations of the Operating Department, dated 1927, and the current Time Table, must be in the hands of all employes affected by them.

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

Rule No. 10 (f) and Rule No. 701, of the Rules and Regulations, Operating Department, Revised 1927, are hereby amended by substituting red for purple as color indication for dwarf signal.

Rules Nos. 5, 10 (A), 15, 86, 95, 97, 104 (A), 221, 360, 384, 711 and 872 of the Rules and Regulations, Operating Department, Revised 1927, are hereby cancelled and superseded by the following:

Rule No. 5. Not more than two times are given for a train at any station; where one is given, it is, unless otherwise indicated, the leaving time; where two, they are the arriving and leaving time.

The time applies at the siding switch where an opposing train clears; where there is no such switch, it applies at the station.

Schedule meeting or passing stations are indicated by figures in full-faced type.

The numbers of the trains to meet or pass are shown by small figures in close proximity.

Both the arriving and leaving times of a train are in full-faced type when both are meeting or passing times, or when one or more trains are to meet or pass it between those times.

When trains are to be met or passed at a siding extending between two adjoining stations, the time at each end of the siding is shown in full-faced type.

Rule No. 10(A). A yellow flag, yellow disc lettered "Slow," or a yellow light will be placed at least one mile in advance of where reduced speed applies on temporary reduced speed locations, at the end of which a green flag, green disc or green light will be placed, which rear of train will pass before speed shall be increased. Reduced speed limit shall be 15 miles per hour unless otherwise specified by train order or bulletin.

A yellow board, with black numerals on the track side to indicate the speed limit for passenger trains and on the field side to indicate the speed limit for freight trains, will be placed at least 2500 feet in advance of where reduced speed applies on permanent reduced speed locations, at the end of which a green board will be placed which rear of train will pass before speed shall be increased. There may be more than one yellow board in advance of green board, in which case the reduced speed limits shown on each yellow board shall be observed in succession until a green board is passed.

Rule No. 15. The explosion of two torpedoes is a signal to proceed at restricted speed, to be acknowledged as prescribed by Rule 14 (g). The explosion of one torpedo will indicate the same as two, but the use of two is required. Restricted speed must be observed for a distance of one mile from point of explosion.

Rule No. 86. Unless otherwise provided, an inferior train must clear the time of a superior train in the same direction not less than five minutes, but must be clear at the time a first class train in the same direction is due to leave the next station in the rear, where time is shown.

Where automatic block signals are continuous between stations inferior trains in the same direction will only be required to clear superior train sufficiently to give clear signal indication in the rear.

Rule No. 95. Two or more sections may be run on the same schedule. Each section has equal time-table authority.

A train must not display signals for a following section, except as prescribed by Rule 85, without orders from the superintendent.

On double track, the dispatcher may authorize sections of a schedule at initial stations by Clearance Card, Form 902.

Rule No. 97. Extra trains must not be run without train orders. On double track the dispatcher may authorize the running of extra trains, except work extras, by Clearance Card, Form 902.

Rule No. 103(A). The second paragraph of Rule 103(A) is abrogated.

Rule No. 104(A). At meeting or passing points the employe attending the switch must not unlock derail or main line switch, nor station himself nearer to main track switch than the clearance point, and, when safe to do so, on opposite side of track, until expected train has been met or passed.

When complying with Rule S-89 (A), after lining and locking switch he must take position not nearer than clearance point, and, when safe to do so, on opposite side of track, until inferior train enters siding.

Employes using switches should observe whether switch points fit properly after switch is lined, and must grasp the lock chain and pull it to insure that the lock is securely fastened.

Employes, in alighting from trains to change switches must get off on opposite side of train from switch stand when to do so will not endanger their safety.

Crews of trains which are clear of main track must not give "proceed" signals to approaching trains.

Rule No. 221. Where a fixed signal is used at a train order office it must indicate "stop" when there is an operator on duty, except when changed to "proceed" to allow train to pass when there are no train orders for any train in that direction.

When the train order signal cannot be changed to indicate "proceed" for a train because of orders for other trains in the same direction, a clearance card must be issued to the train for which there are no orders.

Except as provided in Rule 758, a train must not pass a train order signal in stop position without first receiving Clearance Card, Form 902.

Train order signals must be fastened at "proceed" only when no operator is on duty. When so fastened at night the light must be extinguished.

Operators must have flagman's signals ready for immediate use.

Rule No. 360. Shortly before reaching a station at which a train is to stop to discharge passengers, the conductor or trainmen will pass through each passenger car, except sleeping cars, and announce twice distinctly the name of the station they are approaching, cautioning passengers to not forget their parcels, packages or baggage, and, when approaching meal stations, they will also announce the length of time train will stop for meals; if at a Harvey House, they will so state. Before departure of trains they must exercise care to prevent leaving passengers. At junction points they will announce the name of the junction and also which car, if any, is to be cut out, arranging for relocating passengers in cars which will remain in the train.

Station announcements will be omitted between the hours of 10:00 P.M. and 6:00 A.M., when in the judgment of conductor they are unnecessary, but should there be any passenger to detrain, a member of the crew must inform such passenger or passengers.

Rule No. 384. They must not take loaded cars without the waybill or take waybills without the freight or cars, unless authorized to do so by trainmaster. A conductor's waybill (Form 1854) must be made for car loads and less car loads in accordance with instructions printed on the form or issued by the auditor.

Foreign cars must be accompanied by return slip bill (Form 1850).

When a foreign car is left at a non-agency station the return slip bill must be left at the next agency station.

Rule No. 711. Interlocking and block signals, unless otherwise provided, do not affect the superiority of trains under the time-table or train rules, and do not dispense with the use or the observance of other signals, whenever or wherever they may be required, except that indications of interlocking signals governing the use of routes within home signal limits of interlocking plants supersede the superiority of trains within such limits.

Rule No. 872. When the engine has been coupled on and gauge shows a sufficient pressure in the brake pipe, the trainman or inspector making the test will request the engineman to apply the brakes, and will then go to each car and observe the piston to see that the brake is set. When the last car is reached, if the brakes are set properly, he will give a signal to the engineman to release the brakes, and will then examine each car to see that the brake releases, and on arriving at the engine will report to the engineman the number of brakes in good order and working, also the number of brakes cut out or inoperative.

When this test is made by inspectors, air brake clearance card, Form 1184, will be prepared by them and delivered to conductor and each engineman on head end of train, who must have a copy before departing.

This test must also be made when changing crews or engine handling brakes upon any train, except helper engines attached or detached subsequent to such tests, in which case test shall be made as per Rule 875. A test of the train brakes is not necessary when de-

taching helper engines from the rear of passenger or freight trains, except where otherwise provided.

On passenger trains arriving at terminals where engine is not detached, train switched or angle cock closed, this test will be made in the following manner: The arriving engineman will, after stopping, make a full service application and leave brakes applied on train. Employes making inspection will examine each brake to see that it is applied, then signal for engineman to release and again examine train to see that each brake is released.

FLAGGING THROUGH INTERLOCKING PLANTS.

When an interlocking plant is out of order and the signals cannot be operated and the operator or towerman desires a train or engine to move through the plant, permission may be given verbally or by proceed signal with yellow flag or yellow light, but in such cases some member of crew must precede train or engine and flag over each interlocked switch, derail and railroad crossing protected by such signals.

At automatic interlocking plants when trains or engines find home signal governing movement over railroad crossings displaying stop indication, they must stop short of signal on clearing section and if no evidence of train or engine movement on opposing route a member of crew will proceed to crossing and at expiration of five minutes from time stopped there is still no evidence of train or engine movements on opposing route he will hand signal his train or engine over the crossing.

Hand release must be operated on plants so equipped before a train or engine is hand signaled over crossing.

At Crandall, if train or engine finds home signal at stop and no train or engine is seen on opposing route, one of crew will go to crossing, place switch in "Off" position, note that all signals are in stop position, then give proceed hand signal. After engine has passed home signal, move switch to "On" position, lock box and proceed.

TRAIN ORDERS AND CLEARANCE CARDS FOR REAR BRAKEMEN.

Additional copy of all train orders and clearance cards shall be furnished for delivery to rear brakeman (See Rule 204, Operating Department).

EMPLOYES RIDING FOOTBOARDS OF ENGINES.

The presence of more than two men on the footboard of an engine, one on each side of the coupler, is prohibited.

Except in lead switching, or when more than one switch or derail is to be thrown, the presence of more than one man on the front end of an engine in direction of movement is prohibited.

Except in lead switching, employes must not ride between engines and cars, and must never do so while couplings are being made between engines and cars.

LOCATION OF STANDARD CLOCKS.

Chicago Dearborn Station, 18th Street Yard Office and Enginemen's Wash-room.
Corwith Telegraph, No. 1 Yard and Roundhouse Offices.
Joliet Yard Yard Office.
Streator Telegraph Office. Shopton Yard Office and Enginemen's Wash-room.
Chillicothe Telegraph Office.
Fort Madison Freight Office.

LOCATION OF BULLETIN BOOKS.

Chicago Dearborn Station and 18th Street Roundhouse Office.
Corwith Telegraph and Roundhouse Offices.
Joliet Yard Yard Office.
Streator Telegraph and Roundhouse Offices.
Chillicothe Telegraph, and Roundhouse Offices and Reading Room.
G.I. Tower Coal Chute Office.
Fort Madison Trainmen's Locker Room.
Shopton Yard and Roundhouse Offices.
Pekin Station and Roundhouse Offices.

LOCATION OF YARD LIMITS (See Rules 93 and D-153).

Chicago (extends 4950 feet west of Nerska).
Joliet U. S. (Includes Joliet Yard). Galesburg (includes G. I. Tower).
Streator. Fort Madison (includes Shopton).
Chillicothe. Pekin (includes East Yards).

LOCATION OF STANDARD THERMOMETERS.

Chicago, 18th St. Yard Office.	Streator.	Nemo.	
Corwith.	Joliet Yard.	Chillicothe.	Ormonde.
McCook.	Plaines.	G.I. Tower.	Shopton.

EACH STATION LISTED BELOW IS NOT A REGISTER STATION FOR TRAINS DESIGNATED. SEE RULE 83 (A).

Station	Designated Trains
Corwith.....	First class trains.
Streator.....	Trains not originating or terminating or operating via Pekin District.
Chillicothe.....	First class trains.
Fort Madison.....	Freight trains.

NOTE:—Following trains will register by Form 903:

Fort Madison.....	17, 18, 21 and 22.
Shopton.....	First class trains.

Conductors of freight trains will make telegraph train report, Form 903, and leave at each office of communication where train is changed, except register stations. Operators will transmit promptly to train dispatcher.

TRAINS MUST GET CLEARANCE CARDS AS FOLLOWS:

Chicago.....	Trains originating.
Corwith.....	Trains originating.
Joliet Yard.....	Trains originating.
Streator.....	Trains originating.
	Eastward trains leaving Streator yard tracks, stating what main track they are to use.
Chillicothe.....	All trains except Nos. 11, 12, 17, 18, 19, 21 and 22.
Ft. Madison.....	First class trains except Nos. 12, 17, 18, 19, 21, 22, 25 and 26.
Shopton.....	All eastward trains.
Pekin or East Yards.....	Trains originating at either point.
Eureka.....	When train order signal is at stop, secure A. T. & S. F. in addition to T. P. & W. clearance card.

DOUBLE TRACK BETWEEN:

Chicago and Chillicothe.	First District.
Chillicothe and Shopton.	Second District.

CURRENT OF TRAFFIC.

On double track trains will run as prescribed by Rule D-152. Movement of trains will be supervised by train dispatcher, who will issue instructions to signalmen when required.

When necessary to run trains against the current of traffic, movements must be controlled by train orders.

Except as affected by these rules, all block signal and train rules remain in force.

ADDITIONAL MAIN TRACKS.

Third main track between Streator coal chute and Kernan, designated as Track No. 3.

AUTOMATIC BLOCK BETWEEN:

Nerska and Pequot.	First District.
West end Mississippi River Bridge and Shopton.	Second District.

AUTOMATIC TRAIN CONTROL BETWEEN:

Pequot and Chillicothe.	First District.
Chillicothe and west end Mississippi River Bridge.	Second District.

Trains will run by signal indication on either main track from stations having interlocking plants (except between G.I. Tower and Appleton where Rule D-152 governs.)

Operators will not display proceed signal for movement against current of traffic without train order authorizing.

If trains are to use the other main track from crossovers that are not interlocked, it must be authorized by train order, or clearance card endorsed "Use track No. —."

Cab signals will indicate the maximum speed at which trains may run, except while operating with a low indication they shall move at restricted speed. The absence of light in cab signal must be regarded as a low indication. Engines backing up must run at restricted speed, and in no case to exceed twenty (20) miles per hour.

Engines not equipped with train control, or with same inoperative, must not be used in road service without train order defining the movement authorized, except second engine doubleheading.

Enginemen must observe changes in cab signal indications when passing block locations. If block joint flip does not occur when operating at speeds lower than 70 miles per hour, it must be considered as low indication.

Train control equipment must not be cut out. When it seriously interferes with schedules of trains, ask for instructions at first office of communication.

If, after leaving a station or siding, cab indication is low when it should be high, or you have reason to believe that circuits are not set up for the move, stop and ascertain from operator if traffic has been reversed before proceeding and be governed by his instructions.

Except as affected by these rules, block signal and train rules remain in force.

TRAFFIC REVERSAL.

Between Willow Springs and Joliet Interlocking Plant.

The movement of trains will be governed by block signals whose indications will supersede the superiority of trains on either main track.

Operators will not display proceed signal for movement against current of traffic without train order authorizing.

If trains are to use the other main track without signal indication, move must be authorized by numbered clearance card endorsed, "Use Track No. —."

If train or engine is stopped by a stop signal, it must stay until authorized to proceed by signal, or telephone advice from operator to proceed at restricted speed.

To avoid misunderstanding, instructions or information received by telephone must be repeated to employes from whom received, and names and occupations of employes stated.

Switch indicators are operative only with normal direction of traffic. At switches where there is no head out signal, obtain permission from operator before occupying main track regardless of position of switch indicator. If communication fails, main track may be used under flag protection with front and rear protected until next home signal is passed.

Except as affected by these rules, block signal and train rules remain in force.

TRAIN ORDER SIGNALS.

At interlocking stations where there is no train order signal, the home interlocking signal is used as train order signal. Be governed by Rule 788 (A).

DOUBLE ARM HOME SIGNALS.

Where two or more arms on a home signal govern movements over an interlocked switch, top arm is assigned to the main track and lower arm the inferior route, except as follows:

Chicago, Stewart Avenue—Eastward: top arm assigned I. C. tracks, middle arm C. & W. I. tracks, lower arm 18th Street yard. Westward: top arm assigned C. & W. I. tracks, lower arm A. T. & S. F. or I. C. tracks.

Chicago, Drawbridge—Eastward: top arm assigned Alton, middle arm A. T. & S. F., lower arm I. C. main tracks. Westward: top arm of double arm signal assigned A. T. & S. F., lower arm I. C. main tracks. Top arms of three-arm signals assigned Alton, middle arms A. T. & S. F., lower arms I. C. main tracks.

Joliet U. S.—Top arms assigned the passenger or A. T. & S. F. main tracks. Lower arms the freight or the Alton main tracks.

Plaines—Eastward: top arm assigned Alton, lower arm A. T. & S. F.

SWITCH LIGHTS.

No switch lights on Pekin District.

JOINT TRACK FACILITIES.

Chicago—A. T. & S. F. trains will use C. & W. I. tracks between C. & W. I. Jct. and Dearborn Station and will be governed by C. & W. I. Time Table, Rules and Regulations.

First District—Plaines-Pequot. A. T. & S. F. and Alton. The movement of Alton trains will be governed by rules in the Alton time table.

Pekin District—A. T. & S. F. trains will use T. P. & W. track between Streator Jct. and Pekin Jct. and will be governed by T. P. & W. Time Table, Rules and Regulations.

INTERLOCKED SWITCHES.

Switches are interlocked by remote control and handled by dispatcher or operator at following locations:

Plaines—East switch of westward siding.

Chillicothe—East and West end of yard.

Galesburg—East switch of westward siding.

East Fort Madison—Head in and crossover switches handled by operator at bridge.

Telephone connected with office of communication is located at each of these switches.

OVERHEAD OBSTRUCTIONS.

It is dangerous to stand erect upon cars, and especially those of extraordinary height, while passing over, through or under the following named bridges or viaducts (See Rule 810):

Mile Post	Bridge Number	Name
First District.		
35.4	E. J. & E. viaduct, Joliet.
116.9	116-D	Alton viaduct, one mile west of La Rose.
Second District.		
176.1	176-A	Farnham Street viaduct, Galesburg.
176.6	176-D	C. B. & Q. viaduct, Galesburg.

RAILROAD CROSSINGS AT GRADE.

Chicago—Stewart Avenue, I. C., C. & W. I., and P. R. R. Interlocking Plant. No distant signals or derails. Stop eastward and secure hand signal in addition to semaphore signal before proceeding. Hand signal will be given with a green signal if approach is on Illinois Central track and with a white signal if on Santa Fe track.

Chicago—Panhandle. P. R. R., B. & O. C. T. and C. J. Stop. See Rules 98, A, B, C and D. In addition, semaphore signal must be clear.

Corwith Jct.—I. N. Standard Interlocking Plant. Maximum speed, passenger trains, eighty-five (85) miles per hour eastward, sixty (60) miles per hour westward.

Nerska—Chicago Belt. Standard Interlocking Plant. Maximum speed, passenger trains, eighty (80) miles per hour.

McCook—B. & O. C. T. Standard Interlocking Plant. Maximum speed eastward, passenger trains, eighty (80) miles per hour, freight trains forty-five (45) miles per hour.

Joliet—C. R. I. & P. Standard Interlocking Plant.

Streator—Alton, N. Y. C. 0.1 mile west of station. Stop. See Rules 98, A, B, C and D. In addition, semaphore signal must be clear.

Streator—Wabash 0.5 mile west of station. Standard Interlocking Plant.

Princeville—C. R. I. & P. Automatic Interlocking Plant.

Monica—C. B. & Q. Standard Interlocking Plant.

Miaonk—I. C. 0.1 mile east of station is protected by gates which may be left turned against either line. Stop. See Rules 98, A, B, C and D.

Crandall—N. Y. C. & St. L. Automatic Interlocking Plant. No distant signals. Maximum speed twenty (20) miles per hour.

Morton—I. T. just east of station. Stop. See Rules 98, A, B, C and D.

Morton—P. R. R. 0.1 mile west of station. Stop. See Rules 98, A, B, C and D.

Pekin—Alton 0.9 mile east of station. Standard Interlocking Plant.

INDUSTRY AND OTHER TRACKS BETWEEN STATIONS

Name	Location	Capacity
First District		
Sanitary Dist. (Spur)	M.P. 10.1	
Lemont Refinery (spur)	M.P. 27.8	81 cars
Northern Illinois Coal Pit No. 6	M.P. 54.7	195 cars
Northern Illinois Coal Tipple	M.P. 55.0	
Northern Illinois Coal Tipple	M.P. 55.4	
Northern Illinois Dell Abbey Pit	M.P. 56.3	
Gibbs Stock Track (spur)	M.P. 125.3	9 cars
Second District		
Dahinda, Stanolind (spur)	M.P. 163.9	20 cars

SPEED REGULATIONS.

The speed of passenger trains will ordinarily be that prescribed in

the schedule, but in cases of delay, requiring greater speed in order to enable trains to make meeting points, or to secure connections, the speed may be so moderately increased above that prescribed in the schedule, as, in the judgment of the conductor and engineman in charge of the train, may be safe and prudent, due consideration being always given to condition of track and all the circumstances.

Enginemen of trains in which are dining or cafe cars will, during meal hours, regulate speed and manipulate air, rounding curves and making station stops, so that train will move smoothly, without jar, and train conductors must observe that this is done.

Speed Restrictions.

Location	Passenger		Freight	
	Miles Per Hour	Time Per Mile Min. Sec.	Miles Per Hour	Time Per Mile Min. Sec.
First District	90	40	60	1
Second District	90	40	60	1
Pekin District	45	1 20	30	2
First District				
Chicago, Dearborn Station to 12th Street	8	7 30	8	7 30
Chicago, 12th St. to Stewart Ave. crossing	15	4	12	5
Chicago, Drawbridge interlocking plant	20	3	15	4
Curve, M.P. 9.7 to 10.0, East of bridge 9-C	40	1 30	35	1 42
Curve, M.P. 11.9 to 12.3, East of McCook	70	51	50	1 12
Curve, M.P. 18.7 to 19.1	80	45	60	1
Curve, M.P. 24.0 to 24.7	80	45	50	1 12
4 Curves, M.P. 24.8 to 25.9, (Lemont)	50	1 12	40	1 30
2 Curves, M.P. 27.4 to 28.7	65	55	50	1 12
Curve, M.P. 29.0 to 29.2, (Romeo)	70	51	55	1 05
Curve, M.P. 32.5 to 32.9, (Lockport)	80	45	60	1
Curve, M.P. 35.3 to 35.6, (Track No. 2 west of Joliet Coal chute)	80	45	50	1 12
Curve, M.P. 36.3 to 36.7, (Track No. 2 Basin Bridge 36-A)	60	1	40	1 30
Curve, M.P. 37.0 to 37.1 (Viaduct 36-F)	35	1 42	25	2 24
Curves, M.P. 37.2 to 37.4, East of Depot, Joliet, through interlocked switches	15	4	15	4
Curves, M.P. 37.7 to 37.8, West of Depot, vicinity of Osgood St., through interlocked switches, except direct route, Track No. 1 and No. 2	15	4	15	4
Curve, M.P. 43.6 to 43.9, Track No. 1	80	45	50	1 12
Curve, M.P. 57.0 to 57.3, Track No. 2	75	48	50	1 12
Curve, M.P. 58.4 to 58.6, (Coal City)	60	1	50	1 12
Track No. 3, Kernan to Streator Coal Chute	40	1 30	30	2
2 Curves, M.P. 88.2 to 89.0, (east of Streator)	60	1	50	1 12
Streator, Main Street to Wabash crossing	20	3	20	3
2 Curves, M.P. 91.2 to 92.1, (west of Streator)	70	51	50	1 12
Curve, M.P. 95.9 to 96.4, (Ancona)	80	45	60	1
Second District				
2 Curves, M.P. 131.6 to 132.1	70	51	50	1 12
9 Curves, M.P. 132.6 to 136.8, (Edelstein Hill)	55	1 05	50	1 12
10 Curves, M.P. 161.6 to 170.3	80	45	60	1
Galesburg, C.B.&Q. viaduct to Main Street	20	3	20	3
Curve, M.P. 224.7 to 225.0, (Dallas City)	60	1	50	1 12
Curve, M.P. 230.7 to 231.1	50	1 12	40	1 30
Mississippi River Bridge, M.P. 231.5 to 231.8	40	1 30	30	2
Curves, M.P. 231.8 to 232.5	30	2	30	2
6 Curves, M.P. 232.1 to 234.1	30	2	30	2
Pekin District				
2 Curves, M.P. 49.9 to 50.3 (Groveland)	35	1 42	30	2
4 Curves, M.P. 54.5 to 55.8	35	1 42	30	2

Motor Trains.

Maximum speed of motor trains sixty (60) miles per hour or one (1) mile in one (1) minute, except passenger speed restrictions, where less, will govern. The maximum speed of sixty (60) miles per hour does not apply to trains handled by Diesel engines.

TURNOUTS.

In heading in or out over the following turnouts or crossovers, trains or engines must not exceed the speed as indicated:

Location	Passenger			Freight		
	Miles Per Hr.	Time Per Mile Min. Sec.		Miles Per Hr.	Time Per Mile Min. Sec.	
Willow Springs, crossovers	40	1 30		35	1 42	
Romeo, crossovers	30	2		20	3	
Plaines, turnout Alton to A.T.&S.F.	40	1 30		35	1 42	
Pequot, turnout A.T.&S.F. to Alton	40	1 30		35	1 42	
Pequot, facing point crossover	30	2		20	3	
Pequot, trailing point crossover	40	1 30		35	1 42	
Verona, crossovers	30	2		20	3	
Kernan, crossovers	40	1 30		35	1 42	
Streator, facing point interlocked crossover	30	2		20	3	
Ancona, crossovers and Pekin District turnout	30	2		20	3	
Toluca, trailing point crossover	40	1 30		35	1 42	
Toluca, facing point crossover	30	2		20	3	
Chillicothe, East Junction crossovers	40	1 30		35	1 42	
Chillicothe, West Junction crossovers	30	2		20	3	
Monica, facing point crossover	30	2		20	3	
Williamsfield, crossovers	30	2		20	3	
Appleton, facing point crossover	30	2		20	3	
G. I. Tower, interlocked crossovers	30	2		20	3	
G. I. Tower each end westward siding	30	2		20	3	
Ormonde, facing point crossover	30	2		20	3	
Ormonde, trailing point crossover	40	1 30		35	1 42	
Smithshire, facing point crossover	30	2		20	3	
Stronghurst, crossovers	40	1 30		35	1 42	
Lomax, crossovers	40	1 30		35	1 42	
East Fort Madison, crossovers	30	2		20	3	
On all other main track turnouts and crossovers	15	4		15	4	
On all yard or back track turnouts and crossovers	10	6		10	6	

MEDIUM SPEED SIGNALS

At Willow Springs the medium speed signal indication, rule 703A, governs movements through crossovers.

SPRING SWITCHES.

When movement is made over a spring switch, movement must be continuous until switch is cleared. If necessary to make a back-up movement against the points of switch before clearing same, the switch must first be lined by hand.

Trains or engines moving against or springing points when trailing through the following spring switches must not exceed 25 miles per hour.

Location of Spring Switches.

Plaines—West end westward siding and west end trailing point connection from Alton to A. T. & S. F.
Galesburg—East end eastward siding.

MAXIMUM SPEED OF ENGINES

Maximum speed covering following classes of engines where not otherwise restricted. Where slow boards permit train speed in excess of the maximum engine speed prescribed in this table, maximum engine speed prescribed in table must be observed.

CLASS OR ENGINE NUMBER	Diameter of Drivers	Maximum Speed No Tolerance	
		Miles Per Hr.	Time Per Mile Min. Sec.
Diesel Engines Nos. 1 to 14 inclusive	36 inches	100	0 36
Atlantic Type with	73 inches	90	0 40
Atlantic Type with	79 inches	100	0 36
1309-1337 class	73 inches	90	0 40
3400-3450 class with	74 inches	90	0 40

CLASS OR ENGINE NUMBER

CLASS OR ENGINE NUMBER	Diameter of Drivers	Maximum Speed No Tolerance	
		Miles Per Hr.	Time Per Mile Min. Sec.
3400-3450 class with	79 inches	100	36
3460 class	84 inches	100	36
3500 class	73 inches	90	40
3700 class	69 inches	70	51
3751 class	73 inches	75	48
3751 class	80 inches	90	40
900-1600 class	57 inches	45	1 20
1014-1050 class	69 inches	60	1
1800-1850 class	69 inches	60	1
2507 class	63 inches	50	1 12
2535 class	55 inches	40	1 30
3100 class	57 inches	45	1 20
3160-4000 class	63 inches	60	1
4101 class	63 inches	55	1 05
3800 class	63 inches	50	1 12

SPEED OF LIGHT ENGINES.

Location	Forward				Backward			
	Day		Night		Day		Night	
	Miles Per Hr.	Time Per Mile Min. Sec.	Miles Per Hr.	Time Per Mile Min. Sec.	Miles Per Hr.	Time Per Mile Min. Sec.	Miles Per Hr.	Time Per Mile Min. Sec.
First Dist.	40	1 30	40	1 30	25	2 24	20	3
Second Dist.	40	1 30	40	1 30	25	2 24	20	3
Pekin Dist.	30	2	30	2	20	3	20	3

ADDITIONAL SPEED RESTRICTIONS.

Engines running backward handling train must not exceed speed permitted for light engines running backward.

Engines breaking in must be run at a speed specified by master mechanic, road foreman of engines or roundhouse foreman.

Trains handling wrecking outfits, derricks, steam shovels, clam shells, ditchers, pile drivers, spreaders and similar machinery moving on their own running gear must not exceed speed of twenty-four (24) miles per hour, or one mile in two (2) minutes and thirty (30) seconds. Such equipment must not be moved in any train except on authority of trainmaster.

When moving between stations, engines without engine trucks must not exceed speed of twenty (20) miles per hour or one (1) mile in three (3) minutes, yard engines with engine trucks must not exceed speed of thirty (30) miles per hour or one (1) mile in two (2) minutes.

Dead engines must not be handled with side rods down or any driver suspended without special instructions in each case.

Trains handling Diesel road engines dead in train must not exceed speed of ninety (90) miles per hour or one (1) mile in forty (40) seconds. Trains handling Diesel yard engines dead in train must not exceed speed of thirty (30) miles per hour or one (1) mile in two (2) minutes. Trains handling other dead engines must not exceed speed of twenty (20) miles per hour or one (1) mile in three (3) minutes.

Trains handling gas-electric rail motor cars dead in train must not exceed speed of sixty (60) miles per hour or one (1) mile in one (1) minute.

Diesel yard locomotives in road service must not exceed a speed of thirty-five miles per hour.

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 offensive, 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.

R. J. YOST,
Trainmaster,
CHILlicothe, ILL.

J. C. KRESL,
Chief Dispatcher,
CHILlicothe, ILL.

T. O'TOOLE,
Night Chief Dispatcher,
CHILlicothe, ILL.

L. C. LaPLANTE,
E. C. NEAL,
J. D. ROOT,

Train Dispatchers:
C. S. PRIESTLEY,
W. R. BABB,
H. E. McCORMICK,
CHILlicothe, ILL.

A. MATHISEN,
H. R. BEAUMONT,
J. H. HORAN,

PASSENGERS WILL BE CARRIED ON THE FOLLOWING FREIGHT TRAINS ONLY:

ILLINOIS DIVISION—Trains 47, 48, 49, and 50.
 EASTERN DIVISION—Trains 61, 62, 63, 64, 65, 66, 71, 72, 73, 74, 75, and 76.
 MIDDLE DIVISION—Trains 59, 63, 69, 70, 75, 76, 87, 88, and 98.
 OKLAHOMA DIVISION—Trains 67, 68, 79, 80, 81, 82, 83, 84, 87 and 88.
 SOUTHERN KANSAS DIVISION—Trains 85, 86, 87, 88, 91, 92, 95, 96, 97, 98; 89 and 90 between Cherryvale and Winfield.
 WESTERN DIVISION—Trains 81 and 82.

COLORADO DIVISION—Trains 87 and 88.
 NEW MEXICO DIVISION—Trains 71 and 72.
 PANHANDLE DIVISION—Trains 57, 58, 59, 60, 61, 62, 69, 70, 71, 72, 83, 84, 119 and 120.
 PECOS DIVISION—Trains 45 and 46 between Carlsbad and Pecos.
 PLAINS DIVISION—Trains 73 and 74; 85 and 86 between Waynoka and Canadian; 55 and 56 between Amarillo and Canadian.
 SLATON DIVISION.

When more than one section, only the last section will carry passengers. In Kansas passengers will be carried on regular through freight trains between points where they are scheduled to stop, except exclusive live stock trains on main line. Men in charge of stock, when holding proper transportation, will be carried on any train having stock.

The following conditional stops apply only to revenue passengers from or destined to points where train is authorized by time table to make conditional, regular or flag stops. Where train is authorized to pick up passengers, agents may flag train accordingly.

- | | |
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| <p>No. 1. (a) At any station Chicago to Belen, to receive passengers for Arizona or California;
 (b) At any station Wellington to Belen, to discharge passengers from Wichita or beyond.
 (c) At any station Kiowa to Belen, to discharge passengers from Burlington or beyond.</p> <p>No. 2. (a) At any station Belen to Chicago, to discharge passengers from Arizona or California.
 (b) At any station Belen to Kiowa, to receive passengers for Burlington or beyond.
 (c) At any station Belen to Wellington, to receive passengers for Wichita or beyond.
 (d) At any station Wichita to Kansas City, to discharge passengers from Wellington or beyond.
 (e) At Florence, to discharge passengers from south of Newton, or to receive passengers for Kansas City or beyond.
 (f) At Strong City, to discharge passengers from Wichita or beyond; or to receive passengers for Topeka or beyond.
 (g) At Burlingame, to receive passengers for Kansas City or beyond.
 (h) At any station east of Kansas City, to discharge passengers from beyond Kansas City.
 (i) At Dallas City, Stronghurst, Williamsfield, Toluca, Ransom, Kinsman, Verona, or Mazon, to receive passengers for Chicago or beyond.</p> <p>No. 3. (a) At any station Chicago to Lamy, to receive passengers for Albuquerque or beyond.
 (b) At any station Chicago to Las Animas, to receive passengers for La Junta or beyond.
 (c) At any station Kansas City to Newton, to discharge passengers from beyond Kansas City.
 (d) At any station Kansas City to Emporia, to receive passengers for south or west of Newton.
 (e) At Burlingame, to discharge passengers from Kansas City or beyond.
 (f) At Florence, to discharge passengers from Topeka or beyond, or to receive passengers for Hutchinson or beyond.
 (g) At Peabody, to discharge passengers from Topeka or beyond, or to receive passengers for beyond Newton.
 (h) At any station west of Newton, to discharge passengers from Kansas City or beyond.
 (i) At Stafford, St. John or Kinsley, to discharge passengers from Hutchinson or beyond, or to receive passengers for Dodge City or beyond.
 (j) At any station Trinidad to Albuquerque, to discharge passengers from beyond La Junta.</p> <p>No. 4. (a) At any station Lamy to Chicago, to discharge passengers from Albuquerque or beyond.
 (b) At any station Albuquerque to Trinidad, to receive passengers for beyond La Junta.
 (c) At any station Las Animas to Chicago, to discharge passengers from La Junta or beyond.
 (d) At St. John or Stafford, to discharge passengers from Dodge City or beyond; or to receive passengers for Hutchinson or beyond.
 (e) At any station Florence to Kansas City, to discharge passengers from El Dorado or McPherson Districts.
 (f) At Osage City, to receive passengers for Kansas City or beyond.
 (g) At any station Kansas City to Ft. Madison, to receive passengers for Chicago.
 (h) At Hardin, to discharge passengers from Kansas City or beyond.
 (i) At any station in Illinois, to discharge passengers from beyond Chicago.
 (j) At any station Chicago to Fort Madison, to receive passengers for Kansas City or beyond.
 (k) At any station Chicago to Henrietta, to receive passengers for St. Joseph District.
 (l) At any station Coal City to Ransom, inclusive, to discharge passengers from Chicago.
 (m) At Princeville, Williamsfield, Stronghurst, or Dallas City, to discharge passengers from Chicago.
 (n) At any station Fort Madison to Marceline, to discharge passengers from Chillicothe or beyond.
 (o) At any station Marceline to Kansas City, to discharge passengers from Galesburg or beyond.
 (p) At Florence, to discharge passengers from Kansas City or beyond, for El Dorado or McPherson Districts; and to receive passengers from No. 53 destined Wichita or beyond.
 (q) At Newkirk, to discharge passengers from Wichita or beyond; or to receive passengers for Oklahoma City or beyond.
 (r) At Edmond, to discharge passengers from Wichita or beyond; or to receive passengers for Fort Worth or beyond.</p> <p>No. 5. (From Chicago) (a) At any station in Illinois, to discharge passengers from beyond Chicago.
 (b) At any station Chicago to Fort Madison, to receive passengers for Kansas City or beyond.
 (c) At any station Chicago to Henrietta, to receive passengers for St. Joseph District.
 (d) At any station Coal City to Ransom, inclusive, to discharge passengers from Chicago.
 (e) At Princeville, Williamsfield, Stronghurst, or Dallas City, to discharge passengers from Chicago.
 (f) At any station Fort Madison to Marceline, to discharge passengers from Chillicothe or beyond.
 (g) At any station Marceline to Kansas City, to discharge passengers from Galesburg or beyond.
 (h) At Florence, to discharge passengers from Kansas City or beyond, for El Dorado or McPherson Districts; and to receive passengers from No. 53 destined Wichita or beyond.
 (i) At Newkirk, to discharge passengers from Wichita or beyond; or to receive passengers for Oklahoma City or beyond.
 (j) At Edmond, to discharge passengers from Wichita or beyond; or to receive passengers for Fort Worth or beyond.</p> <p>No. 6. (From Galveston) (a) At Edmond, to receive passengers for Wichita or beyond; or to discharge passengers from Fort Worth or beyond.
 (b) At Newkirk, to discharge passengers from Oklahoma City or beyond; and to receive passengers for Wichita or beyond.
 (c) At Florence, to receive passengers for Topeka or beyond.</p> <p>No. 8. (a) At any station La Junta to Newton, to discharge passengers from Trinidad or beyond.
 (b) At Las Animas, to discharge passengers from beyond La Junta.
 (c) At Ottawa Jct., to discharge passengers from Emporia or beyond.
 (d) At Olathe, to discharge passengers from Newton or beyond.</p> <p>Nos. 9-90. (a) At any station Kansas City to Dodge City, to receive passengers for Las Animas or beyond.
 (b) At Las Animas, to receive passengers for Pueblo or beyond; or to discharge passengers from Dodge City or beyond.
 (c) At any station La Junta to Pueblo, to discharge passengers from beyond Las Animas.
 (d) At any station Pueblo to Denver, to discharge passengers from Las Animas or beyond.</p> <p>Nos. 101-10. (a) At any station Denver to Pueblo, to receive passengers for Las Animas or beyond.
 (b) At any station Pueblo to La Junta, to receive passengers for beyond Las Animas.
 (c) At Littleton, to receive passengers for Colorado Springs; or to receive passengers for Pueblo or beyond.
 (d) At Las Animas, to discharge passengers from Pueblo or beyond; or to receive passengers for Dodge City or beyond.
 (e) At any station Dodge City to Kansas City, to discharge passengers from Las Animas or beyond.
 (f) At Wellsville, to discharge passengers from Ottawa Junction or beyond, or to receive passengers for Kansas City or beyond.
 (g) At any station LeLoup to Kansas City, to discharge passengers from west of Ottawa Junction.</p> | <p>Nos. 13-130. At any station La Junta to Denver, to discharge passengers from La Junta or beyond.
 (From La Junta)</p> <p>Nos. 141-14. At any station Denver to La Junta, to receive passengers for La Junta or beyond.
 (From Denver)</p> <p>No. 15. At Sedgwick, to discharge passengers from Newton or beyond, or to receive passengers for Wichita or beyond.</p> <p>No. 17. At Galesburg, to receive passengers for Barstow, San Bernardino, Pasadena, and Los Angeles.</p> <p>No. 18. At Galesburg, to discharge passengers from Los Angeles, Pasadena, San Bernardino, or Barstow.</p> <p>No. 19. (a) At Joliet, Streator, or Chillicothe, to discharge passengers from Chicago or beyond; and to receive passengers for Kansas City or beyond.
 (b) At Galesburg, La Plata, Bucklin, or Carrollton, to receive passengers for Colorado, New Mexico, Arizona, or California.
 (c) At Valmora, to discharge passengers from Kansas City or beyond; or to receive passengers for Barstow or beyond.</p> <p>No. 20. (a) At Carrollton, Bucklin, La Plata, Galesburg, Streator, or Joliet, to discharge passengers from California or Arizona.
 (b) At Valmora, to discharge passengers from Barstow or beyond; or to receive passengers for Kansas City or beyond.</p> <p>No. 21. (a) At Streator, Chillicothe and Galesburg, to receive passengers for California points.
 (b) At Hutchinson, to discharge passengers from Kansas City or beyond; or to receive passengers for La Junta or beyond.
 (c) At Glorieta or Lamy, to discharge passengers from Trinidad or beyond; or to receive passengers for Gallup or beyond.</p> <p>No. 22. (a) At Lamy, to discharge passengers from Gallup or beyond; or to receive passengers for Trinidad or beyond.
 (b) At Trinidad, to discharge passengers; or to receive passengers for Kansas City or beyond.
 (c) At Hutchinson, to discharge passengers from La Junta or beyond; or to receive passengers for Kansas City or beyond.
 (d) At Galesburg, Chillicothe and Streator, to discharge passengers from scheduled stops in California.</p> <p>No. 23. (a) At any station Chicago to Belen, to receive passengers for Arizona or California.
 (b) At any station Chicago to Kansas City, to receive passengers for Newton or beyond; at Stronghurst or Dallas City, to receive passengers for Kansas City or beyond or to discharge passengers from Chicago or beyond.
 (c) At Medill or Baring, to receive passengers for Kansas City or beyond; or to discharge passengers from Chicago or beyond.
 (d) Any stations Kansas City to Emporia to receive passengers for Newton or beyond.</p> <p>No. 24. (a) At any station Belen to Chicago, to discharge passengers from Arizona or California.
 (b) At any station Emporia to Kansas City, to discharge passengers from beyond Emporia.
 (c) At any station Kansas City to Chicago, to discharge passengers from beyond Kansas City.
 (d) At any station Fort Madison to Chicago, to discharge passengers from Kansas City.
 (e) At East Fort Madison, Williamsfield, or Princeville, to receive passengers for Chicago or beyond.
 (f) At Ransom, Kinsman, Verona, or Mazon, to discharge passengers from west of Fort Madison; or to receive passengers for Chicago or beyond.</p> <p>No. 27. At Osage City, to discharge passengers from Topeka or beyond; or to receive passengers for Emporia or beyond.</p> <p>No. 27. (C & S) (a) At Littleton, Castle Rock, Larkspur, or Fountain, to receive passengers for east or south of Pueblo.
 (b) At Palmer Lake, to receive or discharge passengers.</p> <p>No. 28. (a) At Edmond, to receive passengers for Ponca City or beyond.
 (b) At Strong City, to discharge passengers from south of Wichita for Strong City District.
 (c) At any station between Emporia and Kansas City, to discharge passengers from beyond Newton.</p> <p>No. 28. (C & S) At Palmer Lake, to receive or discharge passengers.</p> <p>No. 47. (a) At Gardner, Edgerton, Wellsville, Richmond, Colony, and Owen, to discharge passengers from Kansas City, Mo., or beyond.
 (b) At Gardner, to receive passengers for Chanute or beyond.
 (c) At Humboldt, to discharge passengers from Kansas City, Mo., or beyond; and to receive passengers for beyond Chanute.</p> <p>No. 50. At any station Tulsa to Chanute, to receive passengers for Kansas City, Mo., or beyond.</p> <p>No. 127. At any station Newton to La Junta, to receive or discharge passengers.</p> <p>No. 128. At any station La Junta to Newton, to receive or discharge passengers.</p> |
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The following signs indicate:

s—Regular Stop; f—Stop on signal; m—Stop for meals; B—Booth telephone; C—Office of communication; W—Water station; F—Fuel station; T—Turn table; Y—Wye.

**SURGEONS OF THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY
AND
THE A. T. & S. F. HOSPITAL ASSOCIATION.**

Dr. M. L. BISHOFF, Chief Surgeon, Topeka.
Dr. H. W. GOOTEE, Assistant Chief Surgeon, Topeka.

ILLINOIS DIVISION.

FT. MADISON HOSPITAL.

Dr. E. L. DURRILL, Surgeon in Charge.
Dr. SEBASTIAN AMBERY, Assistant Surgeon.
Dr. R. S. REIMERS, Eye, Ear, Nose and Throat Specialist.
Dr. E. C. TUCKER, Consulting Dentist.

LOCAL SURGEONS.

Dr. T. J. KASTER, Polk and State Sts., and 35th and Archer, Chicago.
Dr. GEO. J. BILEK, 1000 W. 59th, Chicago.
Dr. R. B. CLARK, 1022 Argyle St., Chicago.

Dr. WM. D. FITZGERALD, 5158 W. Madison St., Chicago.
Dr. R. D. KEARNEY, 6235 So. Kedzie, Chicago.
Dr. T. JOHNSTON, 35th and Archer, Chicago.
Dr. JOHN A. ANTE, Polk and State Sts., Chicago.
Dr. LEONARD BRODT, Polk and State, Chicago.
Dr. R. H. ALLISON, McCook and Willow Springs.
Dr. E. W. CAULDWELL, Lemont.
Dr. EARL R. STEEN, Joliet.
Dr. P. G. NICHOLSON, Coal City.
Dr. A. C. PURCELL, Streator.

Dr. R. J. DAVIES, Roanoke.
Dr. W. L. NEEDHAM, Pekin.
Dr. F. T. POTTS, Toluca.
Dr. S. A. SMITH, Chillicothe.
Dr. O. H. HEINS, Stronghurst.

**EYE, EAR, NOSE AND THROAT
SPECIALISTS AT LOCAL POINTS.**

Dr. ELZEAR LA MOTHE, Chicago.
Dr. H. C. HILL, Streator.

A. J. STROBEL, General Watch Inspector, Topeka.

LOCAL WATCH INSPECTORS, ILLINOIS DIVISION.

J. H. MACE Co., Kansas City, Mo.
F. E. LYNDS, Chillicothe.
W. J. SOWERS, Streator.

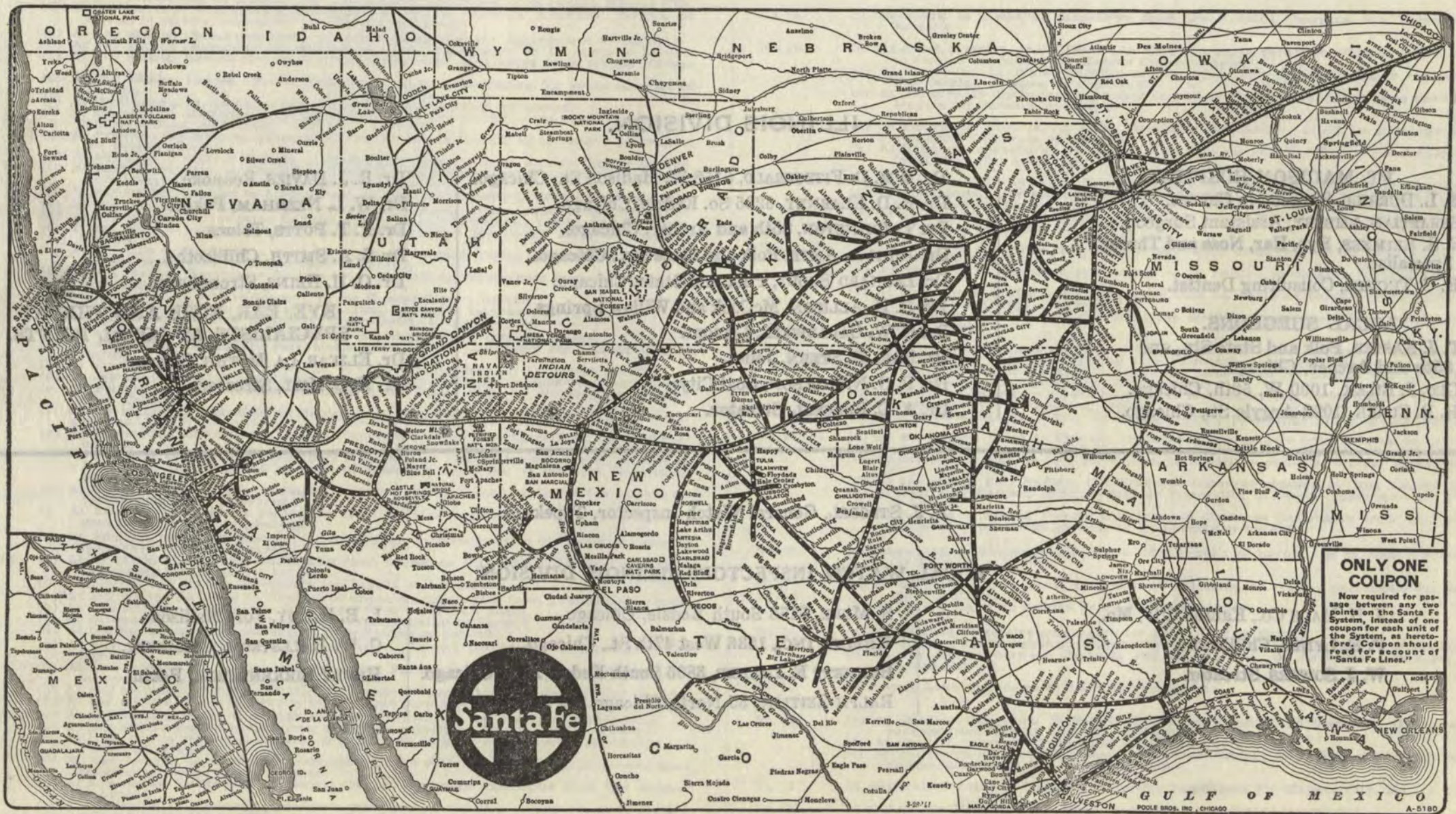
S. MYRE, 5155 South Kedzie, Chicago.
RHEIN'S INC., 1536 West 47th St., Chicago.
BENNETT E. LASHER, 3805 South Kedzie Ave., Chicago.
RALPH ZEITLIN, 55 North Chicago St., Joliet.

L. B. HARDY, Fort Madison.
C. W. HALLSTROM, Galesburg.
HENRY BIRKENBUSCH, Pekin.

SANTA FE SAFETY FIRST

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

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



ONLY ONE COUPON
 Now required for passage between any two points on the Santa Fe System, instead of one coupon for each unit of the System, as heretofore. Coupon should read for account of "Santa Fe Lines."

Santa Fe Through Lines
 Double Track plus two main lines between Newton and Albuquerque
 Projected Lines
 Steamship Lines
 Roads
 Motor Routes Coordinated with Train Service