The Atchison, Topeka & Santa Fe Railway Co.

EASTERN LINES

EASTERN DISTRICT



ILLINOIS DIVISION



EMPLOYES' TIME TABLE No. 67



IN EFFECT

Sunday,

June 12, 1938

AT 12:01 O'CLOCK A. M.

Central Standard Time



Superseding Time Table No. 66, dated April 17, 1938, and any Supplements thereto.

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

F. A. LEHMAN,

General Manager,

Topeka, Kansas.

D. S. FARLEY,
Asst. General Manager,
Topeka, Kansas.

G. H. MINCHIN,
Superintendent,
Chillicothe, Illinois.

			<u> </u>									Fir	st Class						r. and			
Sapacity of Other		·		33	37	43	51	7	3	1 1	5	17	21	13	19	23	11	9	el, Water, Tables and Wyes.	TIME TABLE No. 67.	rade Ing.	104 44
Tracks in 44 ft. Cars.	Capac Sidings ft. c	in 44 ars.		California, Texas, Okla, Fast Freight.	New Mexico, Colo., Kansas Fast Freight.	Arizona- California Fast Freight.	Way Freight.	Fast Mail- Express.	California Limited.	The Scout.	The Ranger.	The Super Chief.	El Capitan.	Motor.	The Chief.	Grand Canyon Limited.	The Kansas Cityan	The Navajo.	Turn T	June 12, 1938.	Ruling Grade Ascending.	Distance from
	East	West			Leave Daily.		Leave Daily Ex. Sunday.	Leave Daily.	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.		STATIONS.		Mil
Yard								PM 10.35	PM 10, 15	PM 8.45	PM 8.00	PN 7.15	PM 5.45	PM 1.19	PM 12.01	AM 10.00	AM 9.30	AM 1.45		CHICAGO.	0	
							,													C. & W. I. JCT.	79.2	1
Yard																			WFT	18TH ST. YARD.	o	1
																				Stewart Avenue Crossing. 1.8 DRAWBRIDGE.	o	1
		*************************************																		Panhandle Crossing.	26.4	4
														f						1.5	35.8 0	ŧ
Yard				PM 8.00	PM 6.00	AM 8.30	AM 6.45												W F T Y	CORWITH.	0	6
Yard														CONTRACTOR OF TAXABLE						CORWITH JCT.	0	6
							6, 55	10.50	10.31	9,02	8.17	7.29	5.59	1.27	12.17	10.17	9.44	2.02		Chicago Belt Crossing, NERSKA,	0	7
339	63	មន		8.30		9.00	7,25	10.56	10.37	9.09	8.24	7.85	6.04	s 1.35	12.23	10.24	9.50	2.09		McCOOK. — 0.2 —	0	12
																				B. & C. C. T. Crossing.	o	12
84	227	98					8.10	11.01	10.42	9.14	8.29	7.39	6.08	s 1.42	12.28	10.29	9.54	2.14		WILLOW SPRINGS.	0	17
														1 1.45		1				SANTA FE PARK.	_	19
50							8.45	11.09	10.50	9.23	8.38	7.47	6.14	s 1.55	12.36	10.38	10.02	2.23		LEMONT.	0	25
25	6 0	93					9.10							f 2.00						ROMEO. 8.4	0	29
74	56						9.35	11.16	10.57	9.31	8.46	7.54	6.20	\$ 2.05	12.44	10.46	10.09	2.31		LOCKPORT. 4.8	10.6	82
Yard	11	8		9.20 PM	7.15 PM	10.05 AM	10.00 AM	s11.25 PM	11.05 PM	s 9.40 PM	s 8.55 PM	7.58 PM	6.25 PM	s 2,15 PM	12.51 PM	\$10,55 AM	(10.13 AM	s 2.40 AM	WFT	JOLIET U.S. C. R.I. & P. Crossing.		87
				Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily.	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)		

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

First District 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.

Unless otherwise directed, other westward first class trains must clear the schedule time of Nos. 11, 17 and 21 not less than five minutes.

All other trains and engines must clear the schedule time of these trains not less than ten minutes.

	298						First Cla	88.											
TIME TABLE No. 67,	aph an	8	10	22	4	2	6	14	20	18	24	12	34	40	32	42	52	36	44
June 12, 1938.	Telegraph and Telephone Offices.	Fast Mail Express.	The Navajo.	El Capitan.	California Limited.	The Scout.	The Ranger.	Motor.	The Chief.	The Super Chief.	Grand Canyon Limited.	The Chicagoan.	So. California Chicago Fast Freight.	Texas- Chicago Fast Freight.	Chicago Fast Freight.	Colo. Chgo. Fast Freight.	Way Freight.	Meat Express.	Perishable Express.
STATIONS.		Arrive Daily.	Arrive Daily.	Arrive Sunday and Thursday.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Sunday and Thursday.	Arrive Daily.				Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily.
CHICAGO.	С	AM 6.20	AM 6,45	AM 7.15	AM 7,50	AM 8.50	AM 9.20	PM 12.10 PM	PM 1.25	PM 1.45	PM 8.50	PM 9.30							
C. & W. I. JCT.																			
18TH ST. YARD.																			
Stewart Avenue Crossing.																			
DRAWBRIDGE.																			
Panhandle Crossing.	·																		
I. N. Crossing.	С							f					AM 8.00	AM 3.30	AM	AM 5.80	PM 8.00	PM	AM 12, 45
CORWITH. CORWITH JCT.									-				8,00	8.30	4.00	5.30	8.00	8.00	12, 40
Chicago Belt Crossing.																	0.40		
NERSKA. 5.5	С	5.55	6.20	6.54	7.25	8.25	8.55	11.48	1.00	1.24	8.25	9.09					2.40		
McCOOK. 0.2	С	5.47	6.12	6.47	7.17	8.17	8.47	111.89	12.52	1.17	8.17	9.02		3.00		5.00	2.15	1.00	12,15
B. & O. O. T. Oressing.			0.05	6.41		8.10	8.40	f11,30	12.46	1.11	8.10	8.56					1.05		
WILLOW SPRINGS	С	5.40	6.05	6.41	7.10	8.10	8.40	111.30	12.40	1.11	8.10	0.00					1.00		
SANTA FE PARK. 6.1 ———									10.00	1.04		9.40			-	-	12.25 PM		
LEMONT		5.30	5.55	6.34	7.00	8.00	8.30	\$11.18 f11.11	12.36	1.04	8.00	8.49					PM 11.80		
ROMEO. ————————————————————————————————————		5.00	E 4 E	8 97	8.50	7.50	8.20		10 00	19.57	7.50	8.42					9,45		
LOCKPORT 4.8		5.20	5.45	6.27	6.50	7.50	8.20	10.55	12.28	12.57	7.40	8.36	1 00		2.00	3.35	9.30	12,80	11.30
JOLIET U. S. C. B. I. & P. Grossing.	С	5.10 AM	5.35 AM	AM	AM	7.40 AM	AM	AM	PM	PM	PM	PM	1.00 AM	AM	AM	AM	AM	PM	PM
(37.5)		Leave Daily.	Leave Daily.	Leave Sunday and Thursday.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily.	Leave Sunday and Thursday.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily.

NOS. 32, 34, 36, 40, 42, 44 AND 52 HAVE NO TIME TABLE AUTHORITY.

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ten minutes.

	1			10101			l Class.	RICT.					First	Class.						4		1 _	$\overline{1}$
Sana	city of	33	37	43	51	47	49	7	3	1	5	17	21	13	19	25	23	11	9	i, Water, Tables and Wyes.	TIME TABLE	Grade Ing.	,
Trac 44 ft	city of his in . cars.		New Mexico, Colo., Kan. Fast Freight.	Arizona- California Fast Freight.	Way Freight.	Through Freight.	Way Freight.	Fast Mail- Express.	California Limited.	The Scout.	The Ranger.	The Super Chief.	El Capitan.	Motor.	The Chief.	Motor.		m t.			No. 67, June 12, 1938.	Buling Grade Ascending.	
her cks	Sidings		Leave Daily.		Leave Tues. Thurs. Sat.	Leave Daily Ex. Sunday.	Leave Tues. Thurs. Sat.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Tuesday and Saturday.	Leave Tuesday and Saturday.	Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily Ex. Sunday.					STATIONS.		-
		PM 9.20	PM 7.15	AM 10.05	AM 10,15			PM 11.25	PM 11.05	PM 9.40	PM 8.55	PM 7.58	PM 6.25	PM 2.15	PM 12.51		AM 10.55	AM 10.13	AM 2.40	W F T	JOLIET U.S. C.R.I.& P. Grossing. 3.5	0	
	W108				10.80			11.30	11.11	9.46	9.01	8.02	6.29	2.20	12.55		11.01	10.17	2.46		PLAINES. ———— 5.1 ————	15.8	8
19					10.45									f 2.26							MILLSDALE 2.1	11.8	8
10					10.50	*						-		f 2.29			- 				DRUMMOND 2.1	0	
9								Angelong, to a state of the state of						f 2,32							BLODGETT. 2.5	6.1	
51	E 75 W108		Mark Comment		11, 10			11.41	11.23	9.59	9.14	8.11	6.38	f 2.35	1.06		11.14	10.26	2.59	₩.	LORENZO.	9.1	
21	***************************************		-		11.45		Okea hadista ana	11.45	11.28	10.04	9.19	8.14	6.41	2.40	1.10		11.19	10.29	3.04		PEQUOT.	8.7	
61					11.59						s 9.24			\$ 2.45							COAL CITY.	0	
14					PM									1 2.50							GORMAN. 4.2 ———	10.2	2
10	E 128				12.40			11.54	11.38	10.15	f 9.32	0.05	<i>e</i> = 0	\$ 2.58	1.19		11.31	10.86	3.15		MAZON. 4.7	15.8	ε
29 42	E 128 W194				1,00			11.58	11.43	10.20	9.87	8.25	6.52	\$ 3.06 \$ 3.12	1.23		11.86	10.40	3.20	W	VERONA. ————————————————————————————————————	13.1	7
91					1.10	-		AM 12.07	11.53	10.30	9.47	8,31	6.58	s 3.19	1.32		11.46	10.46	3.30		AINSMAN. 4.9 ——— RANSOM.	15.8	8
	E 60				1.45			12.12	11.58	10.35	9.52	8.35	7.02	1 3.26	1.37		11.51	10.50	3.35		4.7 ————————————————————————————————————	0	
ard		11.30		PM 12.01	2.10 PM	PM 10.80	AM 7.00	\$12.2 2	AM 112.08	\$10. 4 5	\$10.05	8.43	7.10	s 3.40	1.46	PM 12.30	PM \$12.02	\$10.58	s 3.47	W _T F	5.2 STREATOR.	0	
					FIVI	10.00	1.00									12.00	312.02			_	Alton and N. Y. C. Crossing.	0 10.1	1
_							7.15		~~~~					1 3.47		410.07					Wabash Crossing.	0	
18 37	W 69	**************************************				10.50	7.20 AM	12.31	12,19	10.55	10.15	8.50	7.17	8 3.52 PM		112.37 \$12.40	19 19	11.06	3.57	***************************************	MOON. 1.9 ———— ANCONA.	0	
48						PM				M - 424 - 10,41,11						f12.50			n		6.8 LEEDS.	15.8	3
98	E 67 W102					District.	Pekin District.	12.47	12.36	11.12	\$10.3 4	9.01	7.28	District.			12.29	11.17	4.15		7.8 TOLUCA.	26.4	1
76						Pekin D	kin D							Pekin D		1.12					LA ROSE. 4.9	0	
34						Via Pe	Via Pe	12.58	12.48	11.24	10.48	9.10	7.37	Via Pel			12.41		4.31		WILBERN. 9.2 ———	26.4	4
ard		1.10 AM	10.45 PM	1.45 PM	Austra Trans			1.07 AM	1.00 AM	11.35 PM	11.00 PM	9.18 PM Arrive	7.45 PM Andre		2,30 PM	1.35 PM	PM	f11.85 AM	4.42 AM	W _F	CHILLICOTHE.		_
		Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Tues. Thurs. Sat.	Arrive Daily Ex. Sunday.	Arrive Tues. Thurs. Sat.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Tuesday and Saturday.	Arrive Tuesday and Saturday.	Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily.	Arrive Daily.		(92.6)		

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		2 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8						First Clas	s.						Second	i Class.						
	No. 67,	Telegraph and Telephone Offices	8	10	4	22	2	6	26	14	20	18	24 Grand Canvon	12	50 Way	48	42 ColoChgo.	52	36	44 Perishable	32	40
ā — −	June 12, 1938.	Tele	Fast Mail Express.	The Navajo.	California Limited.	El Capitan.	The Scout.	The Eanger.	Motor.	Motor. Arrive Daily	The Chief.	Super Chief. Arrive	Grand Canyon. Limited.	Chicagoan.	Way Freight.	Through Freight.	Fast Freight.	Way Freight.	Express.	Express.	Ohicago Fast Freight.	-
_ _	STATIONS.		Arrive Daily.	Arrive Daily.	Arrive Daily.	Thursday.	Arrive Daily.		Arrive Daily Ex. Sunday.	Ex. Sunday.	Arrive Daily.	Sunday and Thursday.	Arrive Daily.		Arrive Mon. Wed. Fri.	Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Mon. Wed. Fri.	ļ	Arrive Daily.	Arrive Daily.	-
.8-	JOLIET, U.S. C.B.L&P. Crossing.	С	AM s 5.10	6.35	AM 6.40	6,21	s 7.40	8.10		\$10.55	PM 12.20	PM 12.51	PM \$ 7.40	f 8.36			AM 8.85	AM 9.20	PM 12.80	PM 11.80	AM 2.00	AN
.5	PLAINES. 5.1	С	4.59	5.23	6.31	6.15	7.28	7.59		10.46	12.14	12.45	7.28	8.30				9.00				-
,	MILLSDALE. 2.1									110.40								8.50				
9_	DRUMMOND.									f 10.87								8.40				
	BLODGETT. 2.5									110.34												
	LORENZO.		4.44	5.08	6.16	6.08	7.14	7.45		f10.29	12.01 PM	12.83	7.14	8.18				8.30				
	PEQUOT.	С	4. 3 8	5.08	6.11	5.59	7.08	7.40		10.23	11.57	12.29	7.08	8.14				8.15				
-	COAL CITY.	o						s 7.36		\$10.21			s 7.05				***************************************	8.05				
7	——— 3.7 ———— GORMAN.									f10.15								7.50				
-	4.2 MAZON.		4.27	4.52	5.59			7.29		\$10.10	11.46		6.53					7.40				
-			4.22	4.47	5.54	5.47	6.47	7.24		\$10.01	11.42	12.17	6.47	8.02				7.30				
-	4.0	С								\$ 9.53								7.05				
-	RANSOM.	С	4.12	4.36	5.44	5.40	6.36	7.14	<u></u>	\$ 9.46	11.33	12.10	6.36	7.55				6.50				
.8	4.7 ——— KERNAN.	С	4.06	4.31	5.38	5.35	6.30	7.08		\$ 9.39	11.28	12.05 PM	6.30	7.50				6.35			4	
.8 -	5.2 ————————————————————————————————————	С	s 3.56	s 4.20	f 5.30 5.25 ²²	5.29	s 6.20	s 6.58	AM 9.20	9.30 9.15	11.19	11.59	s 6.20	s 7.44	PM 1.30	PM 9.30	1.35	6.20 AM	11.00	9.45	11.00	
_	O.2 ————————————————————————————————————																					-
-	Wabash Grossing.	С															·					-
-	MOON. 1.9			4.04		5.00			f 9.14	9.05	11.09	11 50		7.36	1.10	9.10						
-	ANCONA 6.8		3.40	4.04	5.13	5.22	6.06	6.44	f 9.09 f 8.59	AM	11.08	11.52	6.06	7.80	PM	PM						
.1	LEEDS 7.8 TOLUCA.		3.25	3,48	4.57	5.10	5.50	6.29	\$ 8.47	rict.	10.55	11.40	\$ 5.50	7.25	rict.	rict.						-
.2	6.1	C	0.20	0.40				0.28	s 8.37	District					District.	District.						-
.4	LA ROSE 4.9 WILBERN.		3.11	3.33	4.42	5.00	5.35	6.16	s 8.28	Pekin	10.48	11.30	5.85	7.15	Pekin	Pekin						
.4	9.2 ————————————————————————————————————	С	3.00	3.22	4.31	4.50	5.25	6.05	8.15	Via	10.32	11.20	5.25	7.05 PM	Via	Via	12.01		8.45 AM	7.45 DM	8.80	10.30
-	(92.6)		AM Leave Daily.	AM Leave Daily.	AM Leave Daily.	Leave Sunday and	AM Leave Daily.	AM Leave Daily.	AM Leave Daily	Leave Daily Ex. Sunday.	AM Leave Daily.	Leave Sunday and	PM Leave Daily.	Leave Daily	Leave Mon. Wed. Fri.	Leave Daily	AM Leave Daily.	Leave Mon. Wed. Fri.] 	PM Leave Daily.	PM Leave Daily.	PM Leave Da

NOS. 32, 34, 36, 40, 42, 44 AND 52 HAVE NO TIME TABLE AUTHORITY. NO. 34 LEAVE CHILLICOTHE 6:30 P.M. DAILY, ARRIVE JOLIET 1:00 A.M. DAILY.

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						· 50	1		1		1 70	First C		1 7 7	1 <u>0</u>	Py	$\overline{}$	les s	TIME TABLE	P P P	E
apacity of	Capacity of	-4 Sidinos	37		55	33	1	5	17	21	19	25	23	11	- 9	7	- O	ol, Water, Tables and Wyes.	No. 67,	Buling Grade Ascending.	Distance from
other tracks 1 44 ft. cars.	in 44 ft	or Sidings ft. cars.	New Mexi Colo., Kans Fast Freig	xico, Arizona- nsas California ight. Fast Freight	Way Freight.	California, Texas, Okla. Fast Freight.	The Scout.	The Ranger.		_	. The Chief.	Motor.	Grand Canyon Limited.	The Kansas Cityan	The Navajo.	Fast Mail- Express.	California Limited.	Fuel	June 12, 1938.	Ä,	_¦
	East	West	Leave Dail	Leave Daily.	y. Leave Mon. Wed. Fri.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Tuesday and Saturday.	d Tuesday and Saturday.	d Leave Daily.	Leave Daily Ex. Sunday.	_[y. Leave Daily.			_	<u> </u>	STATIONS.		Mile
Yard			PM 11.00	PM 2.00	AM 7.00	AM 1.45	PM 11.40	PM 11.05	PM 9,18		PM 2.30	PM 1.40	PM 12.58	AM 11.35	AM 4.47	AM 1.12	AM 1.00	WF	CHILLICOTHE 8.0	58.1	1
47	82	96			7.25		11.56	11.20	9.26	7.53	2.43	s 1.52	1.14	11.44	5.02	1.27	1.16	1 '	EDELSTEIN. 6.2	31.7	.7 13
						-	'					[6.2 C.B.I.& P. Crossing.	_ 0	14
108					7.45							\$ 2.02		11.51					PRINCEVILLE.	81.7	1
15	96	95			7,55		AM 12.09	11.33	9.36	8.08	2.55	\$ 2.10	1.27	11.54	5.15	1.39	1.29		MONICA. 0. B. & Q. Orossing. 5.1	_ 0	1
71					8.05							\$ 2.19							LAURA. 4.9	13.5	- 1
76	94	129			8.30	,	12.20	11.43	9.43	8.10	3.04	\$ 2.27	1.38	PM 12.01	5.25	1.48	1.39	w	WILLIAMSFIELD.	_ 0	-
28					8.50	-						s 2.34						<u> </u> '	DAHINDA. 2.6	8.4	.4_
59					9.00		12.29	11.52	9.49	8.16	3.12	s 2.40	1.47	12.07	5.32	1.56	1.49	<u> </u>	APPLETON. 5.3	25.5	.5
17	96	96			9.15	-					1	1 2.47							KNOX.	31.7	-
64												f 2.52							EAST GALESBURG.		-
Yard	162	162		4.00	11.00	4.90	\$12.48	AM \$12.13	9.58	8.25	8.27	\$ 3.10	\$ 2.07	\$12.17	\$ 5.50	\$ 2.19	f 2.07	W.F	GALESBURG.	21.9	
35					11.15							1 3.18						\['	SURREY.	17.8	
					11.23	-					(s 3.23					,	'	CAMERON.	28.2	
126		-		4.45	11.50	5.00	-		-			1 8.29					-		NEMO.	0	
	137	96		7.70	PM 12.01	-	1.12	12.36	10.11	8.38	3.46	8.81	2.31	12.31	6.11	2.40	2.28	ļ'	ORMONDE.		
39	131				12.01	-	-	-	1	-	1	1 3.37	-		-			·	PONEMAH.	- 0	- 1
58	!	-			12.20	-	1.23	12.47	10.18	8.45	3.56	s 3.43		12.38	6.21	2.50	2.39	,	SMITHSHIRE.	_ 28. 2	ı
96				_	12.50	-		-	-	-	_	\$ 3.48	-		-		-	[3.1 ————————————————————————————————————	12.1	- 1
70	93	200			1.10	-	1.32	12.56	10.24	8.50	-	s 3 .55		12.44	6.31	2.59	2.48	w	stronghurst.	1	- 1
73					_		1.02					f 4.01			1		-	<u> </u>	DECORRA.	26.1	
29	· · · · · · · · · · · · · · · · · · ·	104		5.30	1.25	6.00	1.45	1.10	10.82	8.58	4.179	s 4.10 ₁₉	19 3 04	12.53	6.42	3.09	3.03		LOMAX.	- °	
114	<u> </u>	124		0.00	1.45	0.00	1,40	1.10	_			4.18 3.30	_		6.49	_	-	 	DALLAS CITY.	_ 10.€	- 1
28 		-			2.05			- 1.20	-	-		\$ 4.34					-		PONTOOSUC.	0	
78	150	150			2.15		2,00	1.30	10.43	9.08		\$ 4.41		1.05	6.59	3.24	3.20		E. FT. MADISON.		-
					2.35	_	4.00	_	-		-		-		-	-			STATE LINE.	21.1	
Yard	!		4.00		2.45	6.55	2.05 AM	1.35 AM	10.47 PM	9.12 PM	4.38 PM	4.45 PM	3.25 PM	s 1.10 PM	7.04 AM	3.30 AM	8.25 AM		FORT MADISON.	- o	
	'		Arrive Da	A PM	y. Arrive Mon. Wed. Fri.	AM Arrive Daily.		Arrive Daily.	Arriva	Arrive	Arrive Daily.	-		_			y. Arrive Daily.	,	(102.8)		_

NOS. 33, 37, 43 AND 55 HAVE NO TIME TABLE AUTHORITY.

Unless otherwise directed, other westward first class trains must clear the schedule time of Nos. 11, 17 and 21 not less than five minutes.

All other trains and engines must clear the schedule time of these trains not less than ten minutes.

TIME TABLE No. 67,	а фа 9 ОЩ	8	10	4	2	22	6	26	20	18	24	12	36	56	34	32	44	40	42
June 12, 1938.	Telegraph and Felephone Offices.	Fast Mail Express	The Navajo.	California Limited.	The Scout.	El Capitan.	The Ranger.	Motor.	The Chief.	The Super Chief.	Grand Canyon Limited.	The Chicagoan.	Meat Express.	Way Freight.	So. Calif Chicago Fast Freight.	Chicago Fast Freight.	Perishable Express	Texas- Chicago Fast Freight.	Colorado- Chicago Fast Freight.
STATIONS.		Arrive Daily.	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 Tues. Thurs. Sat.		Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.
CHILLICOTHE.	С	AM 2.55	AM 3.17	AM 4.26	AM 5.20	AM 4.50	AM 6.00	AM 8.12	AM 10.27	AM 11.20	PM 5.20	PM f 7.05	AM 8.30	PM 2.20	PM 6.00	PM 8.00	PM 7.80	PM 10.15	PM 11.45
======================================	С	2.45	3.05	4.16	5.08	4,42	5.50	\$ 8.00	10.16	11.12	5.08	6.57		1.85					
C. B. I. & P. Crossing.								s 7.50	•		4,58	6.50		1.10					
PRINCEVILLE. 3.6 ——— MONICA.	С	2,31	2.51	4.02	4.54	4.32	5.36	s 7.44	10.02	11.02	4.54	6.47		12.45					
C. B. & C. Crossing. D. 1 LAURA.	С							s 7.37						12,30					
WILLIAMSFIELD.	С	2.21	2.41	3.52	4.44	4.24	5.27	\$ 7.30	9.53	10.54	4.44	6.39		12.01 PM			weekendooding of the season of		
DAHINDA.	С							8 7.21		-				11,40					
2.6 APPLETON. 5.3	С	2.12	3.32	3.43	4.35	4.17	5.18	\$ 7.17	9.45	10.47	4.35	6.33		11.80		, 			
KNOX.	В							f 7.10						11.15					
EAST GALESBURG	•							1 7.07											
GALESBURG.	С	s 1.57	\$ 2.17	1 3.27	4 .20	4.06	\$ 5.04	8 7.00	9.32	10.86	: 4.20	s 6.24	7.00	11.00					
SURREY. 2.7								1 6.46	-				 	9.40					
CAMERON. ——— 4.2 ———	C							s 6.42	-					9.80					
NEMO. ————————————————————————————————————	С		0.00	0.10	4.00	3.54	4.40	6.36	0.10	10.04	4.00	6.12	6.00	9.15					9.25
ORMONDE. 5.2 —— PONEMAH.	C	1.41	2.00	3.10	4.02	0.04	4.48	s 6.26	9.18	10.24	4.02	0.12		8.45					
smithshire.	С	1.32	1.50	2.59	3.52	3.46	4.39	\$ 6.20	9.09	10,16	3.52	6.04		8.20					
MEDIA. ————————————————————————————————————	С							\$ 6.15						8.10					
STRONGHURST.	С	1.25	1.42	2.51	3.41 3.33 ²²	3.40	4.32	\$ 6.09	9.02	10.10	f 3.43	5.58		8.00					
DECORRA. 6.4	_						1.00	f 6.02						7.50					
LOMAX. 5.9	- c	1.13	1.29	2.39	3.21	3.32	4.20	\$ 5.54 \$ 5.45	8.51	10.02	3.29 f 3.20	5,50	5.00	7.40					8.00
DALLAS CITY. 1.8 ——— PONTOOSUC.	-	-	-					s 5.41	-		0.20			7.30		-			
E. FT. MADISON.	c	1.00	1.14	2.25	3.07	3.21	4.06	s 5.35	8.38	9.51	3.14	5.40		7.15		-			
STATE LINE.									-						-				
FORT MADISON	С	12.55 AM	1.10 AM	2.20 AM	3.02 AM	3.18 AM	4.02 AM	5.30 AM	8.34 AM	9.48 AM	3.10 PM	5.37 PM	8.05 AM	7.05 AM	12.50 PM	9.20 PM	8.50 PM	6.30 PM	7.25 PM

NOS. 32, 34, 36, 40, 42, 44 AND 56 HAVE NO TIME TABLE AUTHORITY.

Unless otherwise directed, other eastward first class trains must clear the schedule time of Nos. 12, 18 and 22 not less than five minutes.

All other trains and engines must clear the schedule time of these trains not less than ten minutes.

PEKIN DISTRICT. ILLINOIS DIVISION. EASTWARD. WESTWARD. Fuel, Water, Turn Tables and Wyez. Telegraph and Telephone Offices. Distance from Ancons. TIME TABLE First Class. Second Class. Second Class. First Class. Baling Grade Ascending. 13 14 **50** 48 47 49 No. 67, Capacity of Other Tracks in 44 ft. Capacity of Sidings in 44 ft. Cars. Through Freight. June 12, 1938. Motor. Motor. Way Freight. Way Freight. Arrive Mon. Arrive Daily Wed. Fri. Ex. Sunday. Arrive Daily Ex. Sunday. Leave Daily Ex. Sunday. Leave Daily Ex. Sunday. Leave Tues. Thurs. Sat. STATIONS. Miles. **AM** 9.05 **PM** 1.00 **PM** 9.10 **PM** 10.50 **AM** 7.20 C ANCONA. 0 0 0 **2.5** 9.00 LONG POINT. 2.5 C \$ 8.58 28 11.00 \$ 3.56 12.40 7.25 0 - 4.6 ~ 15.3 7.1 C \$ 8.50 8.35 33 DANA. 12.20 31 11.15 7.35 s 4.05 5.8 — I. C. Crossing. — 0.1 — 0 31.7 12.9 0 0 12.01 8.20 MINONK. 13.0 С s 8.42 7.50 11.30 \$ 4.16 57 32 13.2 - 6.0 -23.8 7.50 BENSON. 19.0 С 8.31 50 24 11.50 s 4.26 11.20 8.05 32.7 - 5.5 О **AM** 12.10 8.181 8.2349 11.00 7.35 45 69 \$ 4.35 \mathbf{w} ROANOKE. 24.5 C 9.15 47.5 - 6.2 = 41.2 10.15 7.15 8.13 12.30 9.40 4.45 STREATOR JCT. 80.7 0 О • 0.4 == 31.1 C 10.10 7.10 20 4.50 EUREKA. 8.08 50 12, 40 10.00 47.5 5.5 28.4 9.45 7.00 7.56 36.6 5.00 1.00 10.15 PEKIN JCT. 1.4 0 w WASHINGTON. 38.0 С s 7.53 9.40 6.55 \$ 5.05 26 1.05 10.25 - 3.0 -31.7 31.7 9.25 7.476.45 41.0 1.15 5.09 COOPER. 10.40 14 - 2.4 -52.8 31.7 CRANDALL. N. Y. C. & St. L. Crossing. 9.10 6.40 10.50 43.4 7.435.13 1.25 2.3 — I. T. S. Crossing. MORTON. 29.0 0 46.7 s 7.38 9.00 6.35 C 11.15 \$ 5.20 1.45 32 29 0 P.B.B. Crossing. 0 45.8 42.2 0 8.40 6.25 7.30 2.00 11.35 5.26 GROVELAND. 49.4 40 0 - 7.4 -С Alton Crossing. 56.8 82.9 - 0.9 P**M** 12.01

PEKIN.

(57.7)

8.00 **AM**

Leave Mon. Wed. Fri.

(11.5)

7.00

Leave Daily Ex. Sunday.

67.7

С

6.05

PM

Leave Daily Ex. Sunday.

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

Yard

2.30

(15.7)

Arrive Daily Arrive Tues. Ex. Monday. Thurs. Sat.

PM

(15.5)

AM

5.40

Arrive Daily Ex. Sunday.

WFT

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 P.M. and 6:00 A.M., when in the judgment of conductor they are unthe current Time Table, must be in the hands of all employes of the crew must inform such passenger or passengers.

Rule No. 384. They must not take loaded cars without the waybill 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, 15, 86, 95, 97, 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 the leaving times. Unless otherwise indicated, the time applies to the switch where an inferior train enters the siding. Where there is no siding, it applies to the place from which fixed signals are operated; where there is neither siding nor fixed signal, it applies to the place where traffic is received or discharged.

Schedule meeting or passing stations are indicated by figures in

full-faced type.

The numbers of trains to meet or pass may be shown by small

figures in close proximity.

Both the arriving and the leaving time 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 will be

shown in full-faced type.

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. 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

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

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.

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

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 detaching 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

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

train to see that each brake is released.

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.

An additional copy of all train orders and clearance cards shall be furnished to conductors for prompt delivery to rear brakemen.

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.

Station announcements will be omitted between the hours of 10:00 | Except in lead switching, employes must not ride between engines

LOCATION OF STANDARD CLOCKS.

Chicago Dearborn Station and 18th Street Yard Office. Corwith Telegraph Office. Chillicothe Telegraph Office. Streator 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 Office.

Streator..... Telegraph and Roundhouse Offices. Chillicothe. . . . Telegraph, and Roundhouse Offices and Reading Room.

Galesburg....Coal Chute Office. Fort Madison. . Trainmen's Locker Room.

Pekin..... Station and Roundhouse Offices.

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

Chicago (extends 4950 feet west of Nerska). Chillicothe. Fort Madison. Joliet. Pekin. Streator. Galesburg.

LOCATION OF STANDARD THERMOMETERS.

Chicago, 18th St. Yard Office. Corwith. Chillicothe. Nemo. Joliet. Galesburg Tower. Ormonde. McCook.Streator.

TRAINS MUST REGISTER AS FOLLOWS:

All except first class trains at Chillicothe. Trains originating or terminating at Streator.

First class trains only at Fort Madison, Nos. 17, 18, 21 and 22, by

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:

All trains at Chicago or Corwith.

Trains originating at Streator or Joliet.

Eastward trains leaving Streator yard tracks, stating what main rack they are to use.

Pekin District trains at Ancona and Pekin.

All trains at Chillicothe except Nos. 3, 11, 12, 17, 18, 19, 21 and 22. Eastward first class trains at Ft. Madison except Nos. 18, 22 and 26.

When signal at Eureka is at stop, also secure an A. T. & S. F. clearance card.

> DOUBLE TRACK BETWEEN: First District.

Chicago and Chillicothe.

Second District.

Chillicothe and Ft. Madison.

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 save instructions to signal men when required. When necessary to run trains against the current of traffic, move-

ments 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. Trains have no time table superiority.

AUTOMATIC BLOCK BETWEEN: First District.

Nerska and Pequot.

Second District. West end Mississippi River Bridge and Fort Madison.

> AUTOMATIC TRAIN CONTROL BETWEEN: First District.

Pequot and Chillicothe.

Second District.

Chillicothe and west end Mississippi River Bridge.

Trains will run by signal indication on either main track from stations having interlocking plants.

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

1 HLL HULES

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 it must be considered as a 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.

Trains will run by signal indication on either main track between Willow Springs and Joliet interlocking plant.

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

Location of Stop Signals.
No. 1 or Eastward Main Track.

Against current of traffic: With current of traffic: East end of Joliet interlocking plant. Opposite Joliet yard office. Opposite Joliet yard office.

No. 2 or Westward Main Track. Against current of traffic: With current of traffic: Just east of Joliet yard office. East end of Joliet interlocking plant. Just east of Joliet yard office.

Signals at east switches of middle siding, Joliet, govern head out moves to main tracks. Signal nearest No. 1 or eastward main track governs moves to that track, and signal nearest siding to No. 2 or westward main track.

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 employe 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.

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.

Chicago Terminal time table governs between C. & W. I. Jct. and

JOINT TRACK FACILITIES

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

run, except while operating with a low indication they shall move at restricted speed. The absence of light in cab signal must be regarded Pequot and Plaines eastward. Alton trains will use A. T. & S. F. track between Plaines and Pequot westward.

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 Junctions.

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 310):

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

Nerska—Chicago Belt. Standard Interlocking Plant. McCook—B. & O. C. T. Standard Interlocking Plant. 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

Princeville—C. R. I. & P. Automatic Interlocking Plant. Monica—C. B. & Q. Standard Interlocking Plant.

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

Crandall-N. Y. C. & St. L. Automatic Interlocking Plant. No distant signals. Morton-I. T. S. 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 Maximum speed over railroad crossings at grade forty-five (45) miles per hour or one (1) mile in one (1) minute and twenty (20) seconds: except Crandall where maximum speed is twenty-five (25) miles per hour or one (1) mile in two (2) minutes and twenty-four (24) seconds eastward, and twenty (20) miles per hour or one (1) mile in three (3) minutes westward; and at Princeville where maximum at Princeville where where the Princeville where where where the Princeville where where the Princeville where where where the Princeville where where the Princeville where wher

(1) minute and forty-two (42) seconds.

INDUSTRY AND OTHER TRACKS BETWEEN STATIONS

mum speed is thirty-five (35) miles per hour or one (1) mile in one

Name management of the second	Location	Capacity
First District		
Tedens (spur)	M.P. 24.0	15 cars
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	recording them to the second
Northern Illinois Dell Abbey Pit	M.P. 56.3	100000000000000000000000000000000000000
Gibbs Stock Track (spur)	M.P. 125.3	6 cars
Second District		3.5
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.

The following will be observed in connection with Rule 10 (A),

Rules and Regulations of the Operating Department: Restricted speed signals (yellow) will be located approximately one mile in advance on each side of structure or track over which

speed of trains shall be reduced.

Permanent slow boards (yellow) with the required numerals in black, will be located not less than 2500 feet in advance on each side of certain curves, bridges or other points where speed of trains is permanently restricted. These permanent slow boards in no wise abrogate or modify special rules, train orders or instructions further restricting the speed of any or all trains, nor permit the operation of any engine in excess of the maximum speed prescribed in time table for engines.

Resume speed signals (green) without lettering, will be located at the end of restricted territory at point where, rear of train having passed, normal speed may be resumed. Where a succession of stretches of slow track occurs and there is not sufficient distance between the same for resumption of normal speed only one slow signal (yellow) will be used, it being understood that the speed indicated thereon applies until the resume speed signal (green) is passed.

Speed Restrictions.

Passenger | Freight

A REAL PROPERTY AND ADMINISTRATION OF THE PROPERTY	La	ssens	er		reigi	16
Location	Miles Per Hour	Time Mi Min.		Miles Per Hour	M	Per ile Sec.
First District Second District Pekin District	90 90 45	1	40 40 20	50 50 30	1 1 2	12 12
First District						
Chicago, Dearborn Station to 12th Street. Chicago, 12th St. to Stewart Ave. crossing Chicago, Drawbridge interlocking plant Curve, M.P. 9.7 to 10.0, East of bridge 9-C Curve, M.P. 10.6 to 11.0 Harlem Ave. subway	8 12 20 40 65	7 5 3 1	30 30 55	8 12 15 35 50	7 5 4 1 1	30 42 12
Curve, M.P. 11.9 to 12.3, East of McCook. Curve, M.P. 17.5 to 17.7. Curve, M.P. 18.7 to 19.1. Curve, M.P. 24.0 to 24.7. 4 Curves, M.P. 24.8 to 25.9, (Lemont) 2 Curves, M.P. 27.4 to 28.7.	70 70 70 80 50 65	1	51 51 51 45 12 55	50 50 50 50 40 50	1 1 1 1 1	12 12 12 12 12 30 12
Curve, M.P. 29.0 to 29.2, (Romeo) Curve, M.P. 32.5 to 32.9, (Lockport) Curve, M.P. 35.3 to 35.6, \(\)\(\)\(\)\(\)\(\)\(\)\(\)\(\)\(\)\(\	70 65 80 70 60	1	51 55 45 51	50 50 50 50 40	1 1 1 1 1	12 12 12 12 12 12 30
(Basin Bridge 36-A) Track No. 1 Curve, M.P. 37.0 to 37.1 (Viaduct 36-F)	45 35	1 1	20 42	30 25	2 2	24
 Curves, M.P. 37.2 to 37.4, East of Depot, Joliet, through interlocked switches Curves, M.P. 37.7 to 37.8, West of Depot. vicinity of Osgood St., through interlocked switches, except direct route, 	15	4		15	4	
Track No. 1 and No. 2	15 80 75 60	4	45 48	15 50 50 50	4 1 1 1	12 12 12
2 Curves, M.P. 88.2 to 89.0, (Track No. 2 (east of Streator) (Track No. 1 Streator, Main Street to Wabash crossing. 2 Curves, M.P. 91.2 to 92.1, (Track No. 2	60 55 20 70	1 1 3	05 51	50 40 20 50	1 1 3 1	12 30
(Streator) (Track No. 1 Curve, M.P. 95.9 to 96.4, (Ancona) Curve, M.P. 113.7 to 114.1 Curve, M.P. 114.9 to 115.2	80 60 65 65	1	45 55 55	50 50 50 50	1 1 1 1	12 12 12 12 12
3 Curves, M.P. 117.1 to 118.6	60 75 60	1	48	50 50 45	1 1 1 1	12 12 20
(west of Wilbern) (Track No. 1 2 Curves, M.P. 126.4 to 126.6	55 80	1	05 45	40 50	1	30 12
	******				-	

2 ILL. RULES

	Pa	ssenger	F	reigl	ıt
Location	Miles Per Hr.	Time Per Mile Min. Sec.	Miles Per Hr.		e Per ile Sec.
Second District,					la suo
2 Curves, M.P 131.6 to 132.1	60 55 60 85	1 1 05 1 42	50 50 50 50	1 1 1	12 12 12 12
10 Curves, M.P. 161.6 to 170.3	75 80 20 60	48 45 3	50 50 20 50	1 1 3	12 12 12
Curve M.P. 231.7 to 231.1. Mississippi River Bridge Curves, M.P. 231.8 to 232.5.	50 40 30	1 12 1 30 2	40 30 30	1 2 2	30
Pekin District.			en geleene		
2 Curves, M.P. 49.9 to 50.3 (Groveland) 4 Curves, M.P. 54.5 to 55.8	35 35	$\begin{array}{ccc} 1 & 42 \\ 1 & 42 \end{array}$	30 30	2 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:

	l Pa	sseng	ger	F	reigl	nt
Location	Miles Per Hr.		e Per ile Sec.	Miles Per Hr.	Tim M Min.	e Per ile 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
Plaines, west end westward siding	25	2	24	20	3	
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	100
Kernan, turnout, tracks No. 1 and No. 3	30	$\frac{1}{2}$		20	3	
Kernan, facing point crossover	30	2		20	3	
Kernan, trailing point crossover Streator, facing point interlocked cross-	40	1	30	35	ĭ	42
overAncona, crossovers and Pekin District	30	2		20	3	an Marian
turnout	30	2		20	3	
Toluca, facing point crossover	30	2 2		20	3	
Chillicothe, East Junction crossovers	40	ī	30	35	1	42
Chillicothe, West Junction crossovers	30	$\hat{2}$		20	3	
Monica, facing point crossover	30	2		20	3	
Williamsfield, crossovers	30	9		20	3	
Appleton, facing point crossover	30	้		20	3	
Galesburg, interlocked crossovers	30	2 2 2 2		20	3	1000
Galesburg, east and west end westward siding	30	100 V		20	3	
Galesburg, east end eastward siding	25	6	24	20	3	
Ormonde, facing point crossover	30	2 2 2	24	20	ი	
Ormonde, trailing point crossover		1	ഹ		3	40
Smithshire feeing point crossover	40 30		30	35	1	42
Smithshire, facing point crossover	1 To 1	2	60	20	3	
Stronghurst, crossovers	40	1	30	35	1	42
Lomax, crossovers	40	1	30	35	1	42
East Fort Madison, crossovers On all other main track turnouts and	30	2		20	3	
crossoversOn all yard or back track turnouts and	15	4		15	4	
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 springing points when trailing through spring switches must not exceed speed of twenty-five (25) miles per hour or one (1) mile in two (2) minutes and twenty-four (24) seconds.

Trains or engines moving against the following spring switch points must not exceed speed of twenty-five (25) miles per hour or one (1) mile in two (2) minutes and twenty-four (24) seconds.

Location of Spring Switches.

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

M.P. 55.2—Inside wye switch leading to Northern Illinois Coal tipple. Normal position for east leg of wye.

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.

No. 1 a. A. and Alberton Control Effects	Diameter		imum Sj Toleran	
CLASS OR ENGINE NUMBER	of Drivers	Miles Per Hr.	Time I	Per Mile Sec.
Diesel Engines Nos. 1 and 10		100	0	36
Diesel Engines Nos. 2 to 9 inclusive		100	0	36
Atlantic Type with	73 inches	90	0	40
Atlantic Type with	79 inches	100	0	36
1309-1337 class		90	0	40
3400-3450 class with		90	0	40
3400-3450 class with	79 inches	100	0	36
3460 class		100	0	36
3500 class	73 inches	90	0	40
3700 class	69 inches	72	0	50
3751 class		90	0	40
900-1600 class	57 inches	40	1	30
1014-1050 class	69 inches	60	1	00
1800-1850 class	69 inches	60	1	00
2507 class	63 inches	50	1	12
2535 class	55 inches	40	1	30
3100 class	57 inches	45	1	20
3160-4000-4101 class		55	1	05
3800 class		50	1	12

SPEED OF LIGHT ENGINES.

1	Forward				Backward			
	Day		Night		Day		Night	
Location	Miles	Time Per	Miles	Time Per	Miles	Time Per	Miles	Time Per
	Per	Mile	Per	Mile	Per	Mile	Per	Mile
	Hr.	Min. Sec.	Hr.	Min. Sec.	Hr.	Min. Sec.	Hr.	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

- Remiss from 1-20 on started on the social Bulletin Bulletinan C-Obsert commendation W-Wise station F-Find Station To-Sura state, N-West

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 pony trucks must not exceed speed of twenty (20) miles per hour or one (1) mile in three (3) minutes, switch engines with pony trucks must not exceed speed of thirty (30) miles per hour or one (1) mile in two (2) minutes.

Trains handling dead engines must not exceed speed of twenty (20) miles per hour or one (1) mile in three (3) minutes.

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

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.

C. D. NOTGRASS,

Trainmaster,

CHILLICOTHE, ILL.

A. B. ENDERLE,
Chief Dispatcher,
CHILLICOTHE, ILL.

J. C. KRESL,

Night Chief Dispatcher,

chillicothe, ill.

Train Dispatchers:

J. MILLER, L. C. LaPLANTE, E. C. NEAL, J. D. ROOT, C. S. PRIESTLEY, W. R. BABB, H. E. McCORMICK, T. O'TOOLE, A. MATHISEN,

CHILLICOTHE, ILL.

PASSENGERS WILL BE CARRIED ON THE FOLLOWING FREIGHT TRAINS ONLY:

ILLINOIS DIVISION-Trains 47, 48, 49, 50, 55 and 56. Trains 51 and 52 between Streator and Juliet.

MISSOURI DIVISION-Trains 59 and 60. Trains 57 and 58 between Dumas and Marceline.

EASTERN DIVISION-Trains 61, 62, 63, 64, 65, 66, 71, 72, 73, 74, 75 and 76.

MIDDLE DIVISION-Trains 32, 36, 42, 59, 60, 63, 64, 69, 70, 75, 76, 87, 88, 89, 90, 97 and 98.

OKLAHOMA DIVISION-Trains 67, 68, 73, 74, 79, 80, 81, 82, 87 and 88.

SOUTHERN KANSAS DIVISION-Trains 85, 86, 95, 96, 97, 98; 89 and 90 between Cherryvale and Winfield; 91 and 92 between Pittsburg and Joplin.

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.

PLAINS DIVISION-Trains 73 and 74; 85 and 86 between Waynoka and Canadian; 55 and 56 between Amariilo 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.									
(Bold-faced type in following conditional stops indicates changes from previous time tables.)									
No. 1.	 (a) At any station Chicago to Belen, for passengers for Arizona or California. (b) At Putnam, Sedgwick, or Valley Center, to discharge passengers from Newton or beyond. (c) At Derby or Belle Plaine, for passengers for Wellington or beyond. (d) At any station Wellington to Belen, to discharge passengers from Wichita or beyond. (e) At any station Kiowa to Belen, to discharge passengers from Burlington or beyond. 	No. 19.	 (a) At any station Albuquerque to Newton, to receive or discharge passengers. (b) At any station La Junta to Chicago, to discharge passengers from La Junta or beyond. (c) At any station Newton to Kansas City, for passengers for Kansas City or beyond, or to discharge passengers from beyond Newton. (d) At any station Florence to Kansas City, to discharge passengers from Eldorado or Mc-Pherson District. 						
No. 2.	 (a) At any station Belen to Chicago, to discharge passengers from Arizona or California. (b) At any station Belen to Klowa, for passengers for Burlington or beyond. (c) At any station east of Attica, to discharge passengers from Medicine Lodge District. (d) At any station Wellington to Kansas City, to discharge passengers from Wellington or beyond. (e) At Peabody or Florence, to discharge passengers from south of Newton or for passengers for Kansas City or beyond. (f) At Strong City to discharge passengers from beyond Newton. (g) At any station east of Kansas City, to discharge passengers from beyond Kansas City. (h) At Dallas City, Stronghurst, Williamsfield, Toluca, Ransom, Kinsman, Verona or Mazon, for passengers for Chicago or beyond. 	No. 11. No. 12. No. 15. No. 16. (From Pueblo)	 (e) At Haisted Street, Chicago, to discharge passengers for Stock Yards District. At Marceline, to discharge passengers from Chicago or beyond; or for passengers for Kansas City or beyond. At Marceline to discharge passengers from Kansas City or beyond; or for passengers for Chicago or beyond. At any station Newton to La Junta, to receive or discharge passengers. At any station Pueblo to Newton, to receive or discharge passengers. 						
No. 3.	 (a) At any station Chicago to Albuquerque, for passengers for Arizona or California. (b) At any station Hutchinson to Kinsley, to discharge passengers from Kansas City or beyond; or for passengers for south and west of La Junta. 	No. 19.	At Chillicothe, to discharge passengers from Chicago or beyond; or for passengers for Kansas City or beyond. (a) At Hutchinson to discharge passengers from Kansas City or beyond; or for passengers for La Junta or beyond.						
No. 4.	(a) At any station Albuquerque to Chicago, to discharge passengers from Arizona or California.		(b) At Glorieta, to discharge passengers from Trinidad or beyond; or for passengers for Gallup or beyond.						
	 (b) At any station Kinsley to Hutchinson to discharge passengers from south or west of La Junta, or for passengers for Kansas City or beyond. (c) At Joliet, to discharge passengers from Kansas City or beyond. 	No. 22.	 (a) At Glorieta, to discharge passengers from Galiup or beyond; or for passengers for Trinidad or beyond. (b) At Trinidad, to discharge passengers; or for passengers for Kansas City or beyond. (c) At Hutchinson to discharge passengers from La Junta or beyond; or for passengers for 						
No. 5. (From Chicago)	 (a) At any station in Illinols, to discharge passengers from beyond Chicago. (b) At any station Chicago to Kansas City, except between Fort Madison and Marceline, for passengers for Kansas City or beyond. (c) At any station Chicago to Henrietta, for passengers for St. Joseph District. (d) At any station Coal City to Ransom, inclusive, to discharge passengers from Chicago or Joliet. (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 east of Fort Madison. (g) At any station Marceline to Henrietta, or at Sheffield, to discharge passengers from Chicago. (h) At Florence, to discharge passengers from Kansas City or beyond, for Eldorado or McPherson District. 	No. 23.	 (a) At any station Chicago to Belen, for passengers for Arizona or California. (b) At any station Chicago to Kansas City, for passengers for Newton or beyond; at Coal City, for passengers for west of Ancona; at Stronghurst or Dallas City, for passengers for west of Ancona; at Stronghurst or Dallas City, for passengers for Kansas City or beyond, or to discharge passengers from Chicago or beyond; and at East Fort Madison, to discharge passengers from Chicago or beyond. (c) At Medill or Baring, for passengers for Kansas City or beyond; or to discharge passengers from Chicago or beyond. (d) At any station Pomena to Emporia, for passengers south of Newton, or for west of Newton served by No. 15. (e) At Strong City, to pick up or discharge passengers. (a) At any station Belon to Chicago, to discharge passengers from Arizona or California. 						
No. 5-6. (From La Junta No. 5-6.	(i) At Newkirk, to discharge passengers from Newton or beyond, or for passengers for Oklahoma City or beyond. (i) At Edmond, to discharge passengers from Wichita or beyond, or for passengers for Ft. Worth or beyond. At any station La Junta to Denver, to discharge passengers from east or south of La Junta, and at Castle Rock to discharge or receive passengers. At any station Denver to La Junta, for passengers for east or south of La Junta; and at		 (b) At any station Emperia to Kansas City, to discharge passengers from Emperia of beyond. (c) At any station LeLoup to Kansas City, to discharge passengers. (d) At any station Kansas City to Fort Madison to discharge passengers from beyond Kansas City. (e) At any station Kansas City to Fort Madison to discharge passengers from Kansas City or beyond; or for passengers for Fort Madison or beyond. (f) At East Fort Madison, Williamsfield, or Princeville, for passengers for Chicago or beyond. (g) At Ransom, Klusman, Verona or Mazon, to discharge passengers from west of Fort Madison; or for passengers for Chicago or beyond. 						
(From Denver)	Littleton, for passengers for Palmer Lake or beyond.	No. 27.	 (a) At Eudora, to discharge passengers from Kansas City or beyond. (b) At Osage City, to discharge passengers from Topeka or beyond. (c) At Burlingame or Osage City, for passengers for south of Newton or for west of Newton 						
No. 6. (From Galves- ton) No. 8.	 (a) At Edmond, for passengers for Wichita or beyond. (b) At Newkirk, to discharge passengers from Oklahoma City or beyond. (c) At Florence, for passengers for Chicago or beyond. (a) At any station La Junta to Newton, to discharge passengers from Trinidad or beyond. 	No. 27.	served by No. 15. (d) At Edmond, to discharge passengers from Ponca City or beyond. At Littleton, Castle Rock, Larkspur, or Fountain for passengers for east or south of Pueblo.						
	 (b) At Las Animas, to discharge passengers from La Junta or beyond. (c) At Ottawa Jct., to discharge passengers from Emporia or beyond. (d) At Olathe, to discharge passengers from Newton or beyond. 	No. 28.	 (a) At Edmond, for 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. 						
No. 9.	 (a) At any station Chicago to Albuquerque, for passengers for Albuquerque or beyond. (b) At any station Chicago to La Junta for passengers for La Junta or beyond. (c) At any station Fort Madison to Marceline, to discharge passengers from east of Fort Madison; or for passengers. (d) At any station Henrietta to Kansas City, to discharge passengers from east of Henrietta. (e) At any station west of Kansas City, to discharge passengers from beyond Kansas City. (f) At any station Kansas City to Newton, for passengers for south or west of Newton. (g) At Burlingame, to discharge passengers from Kansas City or beyond. (h) At any station Emporia to Newton, to discharge passengers. (i) At any station Newton to Albuquerque, to receive or discharge passengers. 	No. 47.	 (a) At Holliday, Gardner, Edgerton or Wellsville, to discharge passengers from Kansas City, Kans., or beyond; or for passengers for Ottawa or beyond; or west of Ottawa Jet. for No. 23. (b) At Olathe, for passengers for south of Ottawa. (c) At Richmond or Colony to discharge passengers from Ottawa or beyond; or for passengers for Chanute or beyond. (d) At any station south of Chanute, to discharge passengers from Ottawa or beyond. (a) At any station Tulsa to Chanute, for passengers for Richmond or beyond. 						

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

conditions or practices.

Dr. J. P. Kaster, Chief Surgeon, Topeka. Dr. M. L. Bishoff, Assistant Chief Surgeon, Topeka.

ILLINOIS DIVISION.

FT. MADISON HOSPITAL.

Dr. E. L. DURRILL, Surgeon in Charge.

Dr. T. A. HELLER, Assistant Surgeon.

Dr. R. S. REIMERS, Eye, Ear, Nose and Throat Specialist.

Dr. J. M. CASEY, Anaesthetist and Local Surgeon.

Dr. N. E. Colby, Consulting Dentist.

LOCAL SURGEONS.

Dr. T. J. KASTER, Polk and State Sts., and 35th and Archer, Chicago.

Dr. T. Johnston, 35th and Archer, Chicago.

Dr. John A. Ante, Polk and State Sts., Chicago.

Dr. R. H. ALLISON, McCook and Willow Springs.

Dr. E. W. CAULDWELL, Lemont.

Dr. EARL R. STEEN, Joliet.

Dr. FRANK JOHNSON, Coal City.

Dr. A. C. PURCELL, Streator.

Dr. R. T. Rodaway, Roanoke.

Dr. W. L. NEEDHAM, Pekin.

Dr. F. T. Potts, Toluca.

Dr. S. A. SMITH, Chillicothe.

Dr. A. F. STOTTS, Galesburg.

Dr. E. T. HOVERSON, Stronghurst.

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

Dr. W. H. PECK, Chicago.

Dr. H. C. HILL, Streator.

R. D. Montgomery, General Watch Inspector, Topeka.

J. H. MACE, Assistant General Watch Inspector, (Roadway and Station Service) Kansas City, Mo.

LOCAL WATCH INSPECTORS, ILLINOIS DIVISION.

F. E. LYNDS, Chillicothe.

W. J. Sowers, Streator.

RHEIN'S INC., 1536 West 47th St., Chicago.

BENNETT E. LASHER, 3805 South Kedzie Ave., Chicago.

HENRY G. YAHN, Joliet.

K. C. LERCHE, Fort Madison.

WILLIAM STOFFT, 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.)

