

Chicago, Burlington & Quincy Railroad Co.

LINES EAST OF THE MISSOURI RIVER

TIME TABLE

OF THE
GALESBURG DIVISION

OF THE
ILLINOIS DISTRICT

No. 21

EFFECTIVE AT 12:01 A.M.

SUNDAY, MAY 31, 1925

DESTROY ALL TIME TABLES OF PREVIOUS DATE.

This Time Table is for the exclusive use and guidance of the employes concerned, who must carry in addition thereto the book of rules of the operating department.



Galesburg to Quincy—Sub-division—Southward.

GALESBURG DIVISION.

TIME TABLE No. 21.

EFFECTIVE MAY 31, 1925.

FIRST CLASS					STATIONS	Distance from Quincy	Capacity of Sidings	Other Tracks	SECOND CLASS		
Daily Passenger	Daily Ex. Sunday Passenger	Daily Passenger	Daily Passenger	Daily Passenger					Daily Mdes.	Daily Ex. Sunday Way Frt.	Daily Freight
3	7	9	11	55					75	91	71
A.M. L 3.50	A.M. L 6.45	A.M. L 10.00	P.M. L 6.00	P.M. L 10.10	B.C.K. O.R.T. W.Y. Yd.	162.5			A.M. L 7.30	A.M. L 7.30	A.M. L 8.00
3.57	6.53	10.08	6.08	10.17	R.	165.5	3.3	Yard			
						167.7	5.2	Yard			
s 4.07	s 7.05	s 10.20	s 6.19	s 10.26		172.3	9.8	84			
f 4.16	s 7.15	s 10.30	s 6.30	10.34		178.5	16.0	69			
s 4.24	s 7.23	s 10.37	s 6.38	10.39	W.	182.7	20.2	23			
f 4.29	s 7.30	s 10.42	s 6.45	10.43		185.5	23.0	40			
s 4.45	s 7.41	s 11.00	s 7.00	s 10.55	B.C.K. R.W.Y. Yd.	191.4	28.9	33	9.15	A 10.30 A.M.	A 9.30 A.M.
f 4.53	s 7.52	s 11.10	s 7.10	11.03		196.0	33.5	Yard			
s 5.01	s 7.59	s 11.17	s 7.17	s 11.09	O. Yd.	202.3	39.8	28	9.30		
s 5.16	s 8.22	s 11.43	s 7.40	11.23	W.	209.3	46.8	63	10.00		
5.21	s 8.27	s 11.50	s 7.45	11.26		211.7	49.2	Yard	10.35		
5.31	s 8.35	s 11.59	s 7.55	11.33		217.4	54.9	97	10.45		
s 5.41	s 8.46	s 12.10	s 8.05	11.40		221.9	59.4	102	10.55		
s 5.49	s 8.57	s 12.19	s 8.15	11.45		225.9	63.4	22	11.05		
6.00	s 9.12	s 12.32	s 8.25	11.53		232.5	70.0	20	11.15		
s 6.05	s 9.20	s 12.40	s 8.34	11.57		235.2	72.7	10	11.35		
s 6.16	s 9.35	s 12.53	s 8.47	12.06	W.	240.9	78.4	48	11.45		
s 6.25	s 9.45	s 1.05	s 8.56	12.13		246.0	83.5	29	12.10		
6.30	s 9.50	s 1.12	s 9.06	12.15		248.2	85.7	24	12.30		
s 6.35	s 9.56	s 1.18	s 9.12	12.19		251.7	89.2	17	12.40		
6.41	f 10.04	f 1.27	f 9.22	12.25		255.7	93.2	27	12.52		
						258.9	96.3	78	1.27		
	f	f	f			260.2	97.7	7			
A 6.55 A.M.	A 10.20 A.M.	A 1.45 P.M.	A 9.40 P.M.	A 12.40 A.M.	B.C.K. O.R.T. W.Y. Yd.	262.3	99.8	Yard	A 2.00 P.M.		
Daily	Daily Ex. Sunday	Daily	Daily	Daily					Daily	Daily Ex. Sunday	Daily
3:15 30.7	3:35 27.8	3:45 26.6	3:40 27.2	2:30 39.9					6:30 15.4	3:00 9.6	1:30 19.3
					..... SCHEDULE TIME.....						
					..... AVERAGE MILES AN HOUR.....						

PASSENGER TRAINS MUST NOT EXCEED 50 MILES AN HOUR; 45 MILES AN HOUR WITH CLASS R4-5 and O1 ENGINES; 30 MILES AN HOUR WITH CLASS O2-03 ENGINES; TIME FREIGHT AND STOCK TRAINS, 35 MILES AN HOUR; OTHER FREIGHT TRAINS AND LIGHT ENGINES 30 MILES AN HOUR.

Trains northward are superior to trains of same class southward.
 Double track between Portal and Bushnell.
 Trains against current, governed at intermediate stations by position of reverse track signal, which is a semaphore on train order signal mast twelve feet above ground, extending toward track.
 Rules D-251, D-252, D-254, 318-A and 318-B in effect between Galesburg and Bushnell.
 Rules 317-A and 317-B in effect between Bushnell and Ewbanks.
 Automatic block system, Rules 502 to 512, in effect between Ewbanks and Quincy.
 Yard limit of Macomb extends from north switch of passing track to Macomb Sewer Pipe Co. switch, 1½ miles south.
 No. 3 will stop at Soldiers' Home to discharge passengers from Galesburg or beyond.
 No. 3 will stop St. Augustine, Prairie City, Bardolph, Tennessee, La Prairie and Paloma to discharge passengers from points east of Galesburg or to take on passengers for points west of Quincy, except on Sunday, when regular flag stops will be observed.

No train order signal at Quincy Yard Office. Conductors and enginemen must have Clearance Card Form A.
 No train order signal at Galesburg or Quincy Passenger Depot. Conductors and Enginemen must have Clearance Card Form A.
 Local Extra will leave Bushnell 9 a. m. for Quincy daily except Sunday.
 Registering Stations: Galesburg, Portal, Bushnell and Quincy.
 No. 3 will stop at Colmar to discharge passengers from Chicago.
Speed Restrictions:
 Passenger trains 25 miles an hour, freight trains 15 miles an hour, when making crossover movements at Portal.
 Passenger trains 25 miles an hour, freight trains 20 miles an hour, between Mile posts 180 and 181 between St. Augustine and Avon.
 Passenger trains 30 miles an hour, freight trains 15 miles an hour, Ewbanks to slow board at Sand Cut.
 Trains approaching Quincy 10 miles an hour from slow board at sand cut to Quincy.

Quincy to Galesburg—Sub-division—Northward.

GALESBURG DIVISION.

TIME TABLE No. 21.

EFFECTIVE MAY 31, 1925.

FIRST CLASS					Signs	Distance from Chicago	Distance from Galesburg	STATIONS	Distance from Quincy	Capacity of Sidings	Other Tracks	Office Closed	SECOND CLASS				
Daily Passenger	Daily Passenger	Daily Passenger	Daily Ex. Sunday Passenger	Daily Passenger									Daily Freight	Daily Meat	Daily Stock	Daily Ex. Sunday Way Freight	Daily Meat
56	10	6	16	4								72	70	68	92	74	
A.M. A 3.50	A.M. A 10.00	P.M. A 4.00	P.M. A 8.10	P.M. A 11.59	B.C.K. O.R.T. W.Y. Yd.	162.5	..... GALESBURG	99.8	Yard			P.M. A 1.30	A.M. A 5.30	P.M. A 3.15	P.M. A 2.30	P.M. A 5.00
3.39	9.50	3.51	7.55	11.46		165.5	..... PORTAL	96.8	Yard							
						167.7	..... SALUDA	94.6	6	No Office.						
3.29	s 9.38	s 3.41	s 7.41	s 11.34		172.3	..... ABINGDON	90.0	87	69						
3.19	s 9.28	s 3.28	s 7.29	s 11.22		178.5	..... ST. AUGUSTINE	83.8		23	10.40 p. m. to 6.40 a. m.					
3.13	s 9.20	s 3.19	s 7.18	s 11.14	W.	182.7	..... AVON	79.6	100	46						
3.09	s 9.14	s 3.11	s 7.12	s 11.07		185.5	..... PRAIRIE CITY	76.8		33	7.25 p. m. to 8.30 a. m. 5.25 p. m. to 6.25 p. m.					
s 3.00	s 9.04	s 3.00	s 7.00	s 10.55	B.C.K. R.W.Y. Yd.	191.4	..... BUSHNELL	70.9	100	Yard		L 11.15 A.M.	3.55	11.59	L 11.30 A.M.	2.25
						196.0	Beardstown Div. Cross'g T. P. & W. Ry. Crossing BARDOLPH	66.3	90	28	5.00 p. m. to 8.00 a. m.		3.31	11.45		2.09	
s 2.42	s 8.46	s 2.32	s 6.34	s 10.28	O. Yd.	202.3	..... MACOMB	60.0	77	Yard			3.19	11.30 10.50		1.59
2.33	s 8.32	s 2.15	s 6.17	s 10.14	W.	209.3	..... COLCHESTER	53.0	129	102			3.05	10.35		1.44
2.29	s 8.27	s 2.10	s 6.12	10.07		211.7	..... TENNESSEE	50.6	48	17	4.45 p. m. to 7.45 a. m.		3.00	10.25		1.34
2.21	s 8.15	s 2.00	s 6.00	10.00		217.4	..... COLMAR	44.9	48	22	4.45 p. m. to 7.45 a. m.		2.44	10.10		1.19
2.15	s 8.06	s 1.51	s 5.52	s 9.54		221.9	..... PLYMOUTH	40.4	99	20			2.35	10.00		1.09
2.10	s 7.57	s 1.44	s 5.44	s 9.46		225.9	..... AUGUSTA	36.4	80	22			2.28	9.45		12.59
2.02	s 7.46	s 1.31	s 5.33	f 9.35		232.5	..... LA PRAIRIE	29.8	107	10	5.45 p. m. to 7.30 a. m.		2.12	9.12		12.32
1.58	s 7.41	s 1.25	s 5.28	s 9.30		235.2	.Wabash Ry. Crossing. GOLDEN	27.1	96	48			2.05	9.00		12.22	
1.49	s 7.32	s 1.12	s 5.16	s 9.19	W.	240.9	..... CAMP POINT	21.4	134	29			1.49	8.30		12.10
1.43	s 7.23	s 1.05	s 5.06	f 9.10		246.0	..... COATSBURG	16.3	98	24	5.15 p. m. to 6.15 a. m.		1.19	8.07		11.55
1.40	s 7.19	s 1.00	s 5.01	f 9.06		248.2	..... PALOMA	14.1	99	17	5.30 p. m. to 8.30 a. m.		1.14	8.00		11.50
1.36	s 7.14	s 12.52	s 4.55	f 9.01		251.7	..... FOWLER	10.6	48	27	5.15 p. m. to 6.40 a. m.		1.07	7.50		11.43
1.31	f 7.08	f 12.45	f 4.47	8.55		255.7	..... EWBANKS	6.6	98				1.00	7.40		11.35
						258.8	..... 24th St. Switch	3.0			No Office.					
	f	f	f			260.2	..... SOLDIERS' HOME	2.1		7	No Office.					
L 1.17 A.M.	L 6.55 A.M.	L 12.30 P.M.	L 4.30 P.M.	L 8.40 P.M.	B.C.K. O.R.T. W.Y. Yd.	262.3	..... QUINCY		Yard				L 12.40 A.M.	L 7.15 A.M.		L 11.15 A.M.
Daily	Daily	Daily	Daily Ex. Sunday	Daily								Daily	Daily	Daily	Daily Ex. Sunday	Daily	
2:33 39.1	3:05 32.5	3:35 27.8	3:40 27.2	3:19 30.1			..... SCHEDULE TIME					2:15	4:50	8:00	3:00	5:45
							..... AVERAGE MILES AN HOUR					12.9	20.6	12.5	9.6	17.4

PASSENGER TRAINS MUST NOT EXCEED 50 MILES AN HOUR; 45 MILES AN HOUR WITH CLASS R4-5 AND O1 ENGINES; 30 MILES AN HOUR WITH CLASS O2-O3 ENGINES; TIME FREIGHT AND STOCK TRAINS, 35 MILES AN HOUR; OTHER FREIGHT TRAINS AND LIGHT ENGINES, 30 MILES AN HOUR.

Trains northward are superior to trains of same class southward.
 Double track between Portal and Bushnell.
 Trains against current, governed, at intermediate stations by position of reverse track signal, which is a semaphore on train order signal mast twelve feet above ground, extending toward track.
 Rules D-251, D-252, D-254, 318-A and 318-B in effect between Galesburg and Bushnell.
 Rules 317-A and 317-B in effect between Bushnell and Ewbanks.
 Automatic block system, Rules 502 to 512, in effect between Ewbanks and Quincy.
 M. I. & L. trains will be handled by C. B. & Q. switch engine between Macomb passenger station and M. I. & L. switch located 1 1/4 miles south of Macomb.

No. 4 will stop at Colmar and Tennessee on Sunday to receive or discharge passengers.
 Northward trains taking siding at Bushnell use left-hand track south of coal chute.
 Local Extra will leave Quincy about 7:30 a. m. daily except Sunday.
 If not affected by Rule 83 Trains will register by register ticket at Portal and Bushnell; operator at Bushnell will register for No. 56.
 No train order signal at Quincy Yard Office. Conductors and Enginemen must have Clearance Card, Form A.
 No train order signal at Galesburg or Quincy passenger depot. Conductors and Enginemen must have Clearance Card, Form A.
Speed Restrictions:
 Passenger trains 25 miles an hour, freight trains 15 miles an hour, when making crossover movements at Portal.
 Passenger trains 25 miles an hour, freight trains 20 miles an hour between mile posts 180 and 181 between St. Augustine and Avon.
 S3 Engines 10 miles an hour in Quincy Yard Limits.

GALESBURG DIVISION.

Fenton Junction and Ebner—Sub-division.

TIME TABLE No. 21.

EFFECTIVE MAY 31, 1925.

SOUTHWARD.					STATIONS	Signs	Distance from Ebner	Distance from Fenton Junction	Capacity of Sidings	Capacity of Other Sidings	Office Closed	NORTHWARD.				
SECOND CLASS		FIRST CLASS										FIRST CLASS		SECOND CLASS		
	Daily Ex. Sunday Way Frt.	Daily Passenger	Daily Ex. Sunday Mixed	Daily Passenger								Daily Passenger	Daily Ex. Sunday Mixed	Daily Passenger		Daily Ex. Sunday Way Frt.
	86		48	34	52							51	33	47		85
	A.M. L 8.32		A.M. L 4.10		P.M. L 4.43	R.	..... EBNER	16.3	88			P.M. A 1.09		P.M. A 10.02		P.M. A 2.25
	S 9.05		f 4.20		S 4.55		5.7 FULTON	10.6	25	82	10:15 p.m. to 8:00 a.m.	S 12.58		S 9.50		S 2.10
							0.6 C. & N. W. Crossing ..	10.0			No Office.					
	9.10		S 4.25		5.00	Y.	1.6 EAST CLINTON	8.4	15		No Office.	12.50		S 9.43		1.40
	S 9.30		A 4.30 A.M.	A.M. L 5.10	A 5.10 P.M.	B. K. O. R.	1.3 CLINTON	9.7		Yard		L 12.45 P.M.	A 9.13	L 9.35 P.M.		S 12.35
	9.38			S 5.16			1.3 EAST CLINTON	8.4	15		No Office.		S 9.03			12.15
							0.5 C. M. & St. P. Crossing ..	7.9			No Office.					
	S 9.55			S 5.22			2.6 GARDEN PLAIN	5.3	21		5:00 p.m. to 7:00 a.m.		S 8.53			S 12.05
	A 10.10 A.M.		A 5.32 A.M.			R.	5.3 LASS	16.3			No Office.	L 8.42 P.M.				L 11.40 A.M.
	Daily Ex. Sunday		Daily	Daily Ex. Sunday	Daily		..... SCHEDULE TIME					Daily	Daily Ex. Sunday	Daily		Daily Ex. Sunday
	1:48 8.89		0:20 24.6	0:22 26.4	0:27 20.4		..... AVERAGE MILES AN HOUR					0:24 23.0	0:31 18.8	0:27 14.7		2:45 6.9

PASSENGER TRAINS MUST NOT EXCEED 35 MILES AN HOUR; 30 MILES AN HOUR WITH CLASS R4-5 AND O1 ENGINES; FREIGHT TRAINS AND LIGHT ENGINES, 20 MILES AN HOUR.

Trains southward are superior to trains of same class northward.
 Rule 318-B in effect.
 Normal position of switch at Lass will be for the Line via Oliver.
 In entering the C. & N. W. Ry. tracks at Clinton and East Clinton, trains will be governed by the semaphore signals.
 Registering Stations: Lass, Clinton, Ebner.

Speed Restrictions:
 Class O engines 12 miles an hour between Lass and Ebner.
 Engines running backwards 10 miles an hour.
 Passenger trains 25 miles an hour, freight trains 15 miles an hour over interlocking plants at East Clinton and Fulton.
 Trains 10 miles an hour around either leg of wye at East Clinton.
 Trains handling Loaded Tank Cars 15 miles an hour.

Buda and Rushville—Sub-division.

GALESBURG DIVISION.

TIME TABLE No. 21.

EFFECTIVE MAY 31, 1925.

SOUTHWARD					STATIONS										NORTHWARD									
SECOND CLASS					FIRST CLASS					Signs	Distance from Buda	Distance from Rushville	Capacity of Sidings	Other Tracks	FIRST CLASS					SECOND CLASS				
			Daily Ex. Sunday Way Frt.	Daily Passenger	Daily Passenger	Daily Ex. Sunday Passenger	Daily Passenger	Office Closed.	Daily Passenger						Daily Ex. Sunday Passenger	Daily Passenger	Daily Mixed	Daily Ex. Sunday Way Frt.						
			93		149	49	21	53							50	22	46	146	94					
			A.M. L 7.15				P.M. L 3.40		B.C.K.O. R.T.W.Yd	2.5	109.7	Yard			A 9.45				P.M. A 3.30					
										2.5	107.1		No Office.											
										2.9	106.7		No Office.		f									
			s 7.30				s 3.56			7.3	102.3	25	No Office.		s 9.25				s 3.00					
			s 7.55				s 4.04			10.5	99.1	45	5:30 p. m. to 7:30 a. m.		s 9.13				s 2.45					
			s 8.10				s 4.14			15.2	94.4	25	4:45 p. m. to 7:45 a. m.		s 9.00				s 2.15					
			s 8.47				s 4.26			20.1	89.4	39	5:00 p. m. to 8:00 a. m.		s 8.47				s 1.55					
										20.2	89.3		No Office.											
			s 9.10				s 4.38		W.	26.5	83.1	24	5:00 p. m. to 8:00 a. m.		s 8.35				s 1.25					
			s 9.25				s 4.48			31.4	78.3	24	5:00 p. m. to 8:00 a. m.		s 8.25				s 1.10					
										31.5	78.2		No Office.											
			s 9.50				s 5.00			38.0	71.7	21	5:15 p. m. to 7:30 a. m.		s 8.10				s 12.50					
			s 10.20				s 5.12		R.	44.6	65.1	26	9:00 p. m. to 5:00 a. m.		s 7.50				s 12.30					

SEE GALESBURG AND PEORIA TRAINS.

			10.30 s 11.00			A.M. L 9.57	s 5.56	P.M. L 11.15		W.C. R.B.Y. Yd	47.2	Yard			A 2.50	s 7.40	P.M. A 3.30		s 12.01
			s 11.20			s 10.09	s 6.07	s 11.27			52.6	52	50	11:45 p. m. to 6:45 a. m.	s 2.40	s 7.19	s 3.13		s 11.20
			s 11.45			s 10.21	s 6.22	11.38			58.7	78	69	3:30 p. m. to 6:30 a. m.	2.29	s 7.05	s 3.00		s 10.55
											59.7	35		No Office.		f			
			s 12.15			s 10.33	s 6.37	s 11.53		W. Yd	63.2	130	Yard		s 2.20	s 6.50	s 2.50		s 10.33
			s 12.30			s 10.47	s 6.50	s 12.03		Y.	68.4	66		8:00 p. m. to 6:30 a. m.	2.09	s 6.37	s 2.38		s 10.00
			s 12.50			s 10.53	s 6.58	f 12.11			71.6	83		No Office	2.04	s 6.30	s 2.30		s 9.40
			s 1.25			s 11.03	s 7.10	s 12.24		B.R.W. Y.Yd	77.3	Yard			s 1.55	s 6.20	s 2.20		s 9.25
											82.0			No Office.					
			s 2.02			s 11.25	s 7.32	f 12.44			87.6	45		6:30 a. m. to 8:30 a. m. 5:30 p. m. to 5:30 a. m.	f 1.38	s 6.02	s 2.02		s 8.50
			s 2.35			A.M. L 11.59	s 7.42	A 1.05		B.R.W. Y.Yd	94.6	Yard	23		L 1.25	s 5.50	L 1.50	P.M. A 1.45	s 8.30
			s 2.55			A.M. s 12.14	s 8.14	A.M.			101.9	40		No Office.	s 5.20	P.M. s 1.30		s 7.50	
			A 3.15 P.M.			A 12.30 P.M.	A 8.33 P.M.		B.R.T. W.Yd	109.7	70		6:00 p. m. to 8:00 a. m.	L 5.05 A.M.		L 1.15 P.M.	L 7.30 A.M.		L 7.30 A.M.
			Daily Ex. Sunday			Daily	Daily	Daily Ex. Sunday						Daily	Daily Ex. Sunday	Daily	Daily		Daily Ex. Sunday
			8:00 13.7			:31 30.0	1:48 26.3	4:58 22.5						1:25 33.5	4:40 23.5	1:40 28.4	:30 30.0		8:00 13.7

PASSENGER TRAINS MUST NOT EXCEED 35 MILES AN HOUR BETWEEN BUDA AND ELMWOOD, VERMONT AND RUSHVILLE; 45 MILES AN HOUR BETWEEN ELMWOOD AND VERMONT; 40 MILES AN HOUR WITH CLASS R4-5 AND O1 ENGINES; FREIGHT TRAINS AND LIGHT ENGINES. 25 MILES AN HOUR BETWEEN BUDA AND ELMWOOD, LEWISTOWN AND VERMONT, 20 MILES AN HOUR BETWEEN VERMONT AND RUSHVILLE, 30 MILES AN HOUR BETWEEN ELMWOOD AND LEWISTOWN.

Trains northward are superior to trains of same class southward.
 Rules 318-A and 318-B in effect between Yates City and Vermont.
 Rule 318-B in effect between Buda and Elmwood and Vermont and Rushville.
 Rule No. 20, Special Instructions, is in effect between Buda and Elmwood and between Lewistown and Rushville.
 No train order signal at Buda. Conductors and Enginemen must have Clearance Card, Form A.
 Nos. 93 and 94 will carry passengers.
 No. 50 will stop at all stations, except Brereton and Norris, to discharge passengers from south of Vermont.
 No. 50 will stop at Norris to receive passengers for Galesburg and beyond.
 No. 53 will stop at Norris to discharge passengers from Galesburg, Peoria or beyond.

Normal position of the south wye switch at Yates City is for the west wye.
 Registering Stations: Buda, Elmwood, Yates City, Vermont, Rushville.
Speed Restrictions:
 Engines running backwards 10 miles an hour between Buda and Elmwood, Lewistown and Rushville, and 20 miles an hour between Elmwood and Lewistown.
 Trains 15 miles an hour through Canton.
 Passenger trains 25 miles an hour, freight trains 15 miles an hour over interlocking plants at Monica and 2.5 miles west of Buda.
 Trains handling Loaded Tank Cars 20 miles an hour between Buda and Elmwood, Lewistown and Rushville.
 Engines turning at St. David must go around wye from north and move with caution.

Galesburg and Peoria—Sub-division.

TIME TABLE No. 21.

EFFECTIVE MAY 31, 1925.

GALESBURG DIVISION.

WESTWARD									EASTWARD														
SECOND CLASS			FIRST CLASS						Signs	Distance from Galesburg	STATIONS	Distance from Peoria	Capacity of Sidings	Other Tracks	Office Closed	FIRST CLASS					SECOND CLASS		
Daily Ex. Sunday Freight	Daily Ex. Sunday Way Frt.	Daily Ex. Sunday Freight	Daily Passenger	Daily Ex. Sunday Passenger	Daily Ex. Sunday Passenger	Daily Passenger	Daily Passenger	Daily Passenger								Daily Ex. Sunday Passenger	Daily Passenger	Daily Passenger	Daily Ex. Sunday Passenger	Daily Passenger	Daily Passenger	Daily Ex. Sunday Way Frt.	Daily Ex. Sunday Freight
93	91	75	51	179	21	11	47	1							56	48	10	22	178	52	92	94	
	A.M. L 7.30	P.M. L 10.10		A.M. L 6.50		P.M. L 3.00		P.M. L 7.20	B.C.K. O.R.T. W.Yd.	52.8	.....PEORIA.....	Yard		1:00 p. m. to 2:30 p. m. 10:30 p. m. to 5:00 a. m.	A 6.25		A 11.58		P.M. A 6.55		P.M. A 3.00	
										50.8	.....P. & P. U. Crossing.....											
										50.1	.....C. & N. W. Crossing.....	2.0		No Office.								
	7.55	10.30		f 7.10		f 3.18		7.35	F.	45.0	.....P. R. T. Crossing.....	2.7		No Office.	6.18		11.50		6.47		2.35	
	s 8.35	10.45		s 7.21		s 3.28		7.47		39.0	.....POTTSWOWN.....	7.8	55	No Office.	f 6.02		f 11.35		f 6.34		s 2.12	
				f		f				38.0	.....EDWARDS.....	13.8	62	25	10.45 p. m. to 6.45 a. m.	f 5.51		s 11.25		s 6.24		s 2.00
	s 9.10	11.00		s 7.35		s 3.42		f 7.59		31.7	.....OLIN.....	14.8		No Office.			f		f			
A.M. L 10.20	s 9.50	11.12		s 7.50	P.M. L 5.12	s 3.55		s 8.13	R.	26.2	.....OAK HILL.....	21.1	42	8	4:15 p. m. to 7:15 a. m.	s 5.37		s 11.10		s 6.09		s 1.25
A 10.30 A.M.	s 10.52	11.45	A.M. L 2.50	s 8.01	A 5.25 P.M.	s 4.05	P.M. L 3.30	s 8.23	B.C.R.W. Y.Yd.	23.6ELMWOOD.....	26.6	44	Yard	9:00 p. m. to 5:00 a. m.	s 5.28		s 10.58	A 7.50	s 5.57		s 1.00	A 12.30
	s 11.30	11.52	2.56	s 8.08		s 4.12		3.37		19.7YATES CITY.....	29.2	112	Yard		s 5.20	A 9.57	s 10.52	L 7.40 A.M.	s 5.51	A 11.15	s 12.30	L 12.01
	s 11.40	12.01	f 3.01	s 8.16		s 4.20		3.44		15.7	.....DOUGLAS.....	33.1	40	18	4:30 p. m. to 7:30 a. m.	f 5.14	9.47	s 10.44		s 5.43	f 11.06	s 11.30
	s 11.55	12.11	3.08	s 8.26		s 4.30		3.51		10.8	.....MAQUON.....	37.1	97	16		f 5.07	9.38	s 10.38		s 5.36	f 10.57	s 10.59
	s 12.30	12.30	f 3.18	s 8.36		s 4.42		3.59		5.1	.....GILSON.....	42.0	79	24	5:45 p. m. to 7:45 a. m.	f 4.59	9.33	s 10.30		s 5.30	f 10.51	s 10.30
	12.40	12.35	3.24	8.41		4.47		4.03		2.2	.....KNOXVILLE.....	47.7	114	14	11:15 p. m. to 7:15 a. m.	s 4.50	9.25	s 10.22		s 5.20	s 10.41	s 9.55
	A 1.00 P.M.	A 12.40 A.M.	A 3.35 A.M.	A 8.55 A.M.		A 4.55 P.M.	A 4.10 P.M.	A 9.05 P.M.	B.C.K.O.R. T.W.Y.Yd.	2.2	.....BRICK YARD.....	50.6				4.45	9.20	10.15		5.15	10.35	9.30
Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Monday	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily			.....GALESBURG.....	52.8	Yard		L 4.40 A.M.	L 9.15 A.M.	L 10.10 A.M.		L 5.10 P.M.	L 10.30 P.M.	L 9.20 A.M.	
2:6 3.9	5:30 9.6	2:30 21.1	0:45 31.5	2:05 25.3	0:13 3.9	1:55 27.4	0:40 35.5	1:45 30.2			.....SCHEDULE TIME.....				1:45 30.2	0:42 33.7	1:48 29.3	0:18 8.7	1:45 30.2	0:45 31.4	5:40 9.0	:29 5.2
											.....AVERAGE MILES AN HOUR.....											

PASSENGER TRAINS MUST NOT EXCEED 45 MILES AN HOUR; 40 MILES AN HOUR WITH CLASS R4-5 AND O1 ENGINES, 30 MILES AN HOUR WITH CLASS O2-03 ENGINES; FREIGHT TRAINS AND LIGHT ENGINES, 30 MILES AN HOUR.

Trains westward are superior to trains of same class eastward.
 Double track between Prospect Street, Galesburg and Brick Yard.
 Rules D-251, D-252 and D-254 in effect.
 Rules 317-A and 317-B in effect between Galesburg and Peoria.
 No. 22 will take siding at Elmwood for No. 179.
 Eastward trains having occasion to take siding at Maquon must use the left-hand track and never the right-hand track, except in case of emergency, and then only under protection.
 Nos. 93 and 94 will carry passengers.
 No. 51 will stop at all stations to discharge passengers from south of Yates City.
 No. 47 will stop on flag at all stations Douglas to Knoxville, inclusive, to receive passengers for points east of Galesburg.
 No. 48 will stop at all stations to receive passengers destined to points south of Yates City.
 No. 56 will stop at Olin to discharge passengers.

Registering Stations: Galesburg, Yates City and Peoria.
 No train order signal at Galesburg and Peoria. Conductors and Enginemen must have Clearance Card Form A.
 If not affected by Rule 83, trains will register by register ticket at Yates City and Elmwood when operator is on duty.

Speed Restrictions:
 Eastward trains 15 miles an hour through turnout at Brick Yard.
 Trains 6 miles an hour at Bridge Jct. at Peoria, and must not use less than 6 minutes between Persimmons Street Crossing and Burlington Elevator, Peoria.
 Passenger trains 20 miles, freight trains 15 miles an hour over C. & N. W. Crossing and P. R. T. crossing west of Peoria.
 Trains handling Loaded Tank Cars 20 miles an hour.
 Engines running backwards 15 miles an hour.
 S2 engines 15 miles an hour over Bridge 33.81, between Oak Hill and Olin.

Galva and Gladstone—Sub-division.

GALESBURG DIVISION.

TIME TABLE No. 21.

EFFECTIVE MAY 31, 1925.

Galesburg and West Havana—Sub-division.

Galesburg Division. Time Table No. 21. Effective May 31, 1925.

WESTWARD				Signs	Distance from Galva	STATIONS	Distance from Gladstone	Capacity of Sidings	Other Tracks	Office Closed.	EASTWARD				Signs	Distance from Galesburg	STATIONS	Distance from West Havana	Capacity of Sidings	Other Tracks	Office Closed.	NORTHWARD			
SECOND CLASS		FIRST CLASS									FIRST CLASS		SECOND CLASS									SOUTHWARD		FIRST CLASS	
Daily Ex. Sunday Way Frt.	Daily Ex. Sunday Passenger	Daily Ex. Sunday Passenger	Daily Ex. Sunday Passenger								Daily Ex. Sunday Passenger	Daily Ex. Sunday Passenger	Daily Ex. Sunday Passenger	Daily Ex. Sunday Passenger								Daily Ex. Sunday Passenger	Daily Ex. Sunday Passenger	Daily Ex. Sunday Passenger	Daily Ex. Sunday Passenger
91	177										176	92										2			
A.M. L 7.15	P.M. L 5.05					..... GALVA	71.5	17			A.M. A 9.00	P.M. A 5.05				..... GALESBURG	58.6					P.M. A 4.30	
					0.4	... C. R. I. & P. Crossing ...	71.1			No Office.						..... DE LONG	48.3	10			4:30 p. m. to 7:00 a. m.	S 3.40		
7.35	S 5.20				7.7	..... NEKOMA	63.8	29		5:30 p. m. to 7:30 a. m.	S 8.45	4.35				..... BURNSIDE CROSSING	44.2	10		No Office		f 3.25	
8.05	S 5.35				14.2	..... WOODHULL	57.3	94		5:45 p. m. to 7:45 a. m.	S 8.32	4.15				... M. & St. L. Crossing ...						S 3.10		
8.23	S 5.57			W. Y.	18.0	..... ALPHA	53.5	10			S 8.23	3.45				..... LONDON MILLS	39.7	9			4:10 p. m. to 7:10 a. m.	S 2.50	
9.40	S 6.08				21.1	... Savanna Line Crossing ...	50.4	48		4:30 p. m. to 7:30 a. m.	S 8.10	3.05				..... ELLISVILLE	34.8	7			4:35 p. m. to 7:35 a. m.	S 2.50		
10.00	S 6.08				23.8	..... NEW WINDSOR	47.7			No Office.	f 8.02					..... PARRVILLE	31.2			No Office		f	
	f 6.14				23.8	..... HOPEWELL	47.7									..... FAIRVIEW	29.0	14			5:00 p. m. to 8:00 a. m.	S 2.15	
10.30	S 6.25			W.	28.3	..... VIOLA	43.2	34		4:15 p. m. to 7:15 a. m.	S 7.55	2.40				..... BYBEE	26.6	9			No Office	f 1.55	
	S 6.30				30.6	..... GILCHRIST	40.9	47		No Office.	S 7.48					..... FIATT	23.8	20			5:00 p. m. to 8:00 a. m.	S 1.45	
					37.1	..... R. I. S. Crossing	34.4	21	56	5:15 p. m. to 6:15 p. m. 7:15 p. m. to 8:15 a. m.	S 7.38	2.00				..... T. P. & W. Ry. Crossing ...						S 1.30	
12.15	S 6.51				44.1	..... ALEDO	27.4	55		3:50 p. m. to 6:50 a. m.	S 7.20	1.00				..... CUBA	18.9	18			5:00 p. m. to 8:00 a. m.	S 1.30	
1.00	S 7.08				47.7	..... JOY	23.8	9		No Office.	S 7.09	12.30				..... LEWISTOWN	9.8	Yard				S 1.00	
1.15	S 7.17			W. Y.	47.7	..... ARPEE	23.8	9		No Office.	S 6.43	11.45				..... SEPO	4.6	3			No Office	f 12.40	
1.50	7.41				52.3	... M. & St. L. Crossing ...	19.2			No Office.						..... WEST HAVANA		10			5:00 p. m. to 8:00 a. m.	L 12.30 P.M.		
2.10	S 7.54				53.3	..... KEITHSBURG	18.2	55		5:15 p. m. to 7:15 p. m. 8:15 p. m. to 8:15 a. m.	S 6.30	11.30										Daily Ex. Sunday		
					53.4	... M. & St. L. Crossing ...	18.1			No Office.															
	f 8.08				59.4 MILROY	12.1	8		No Office.	f 6.16														
2.35	S 8.21				66.1 QUAWKA	5.4	35		5:30 p. m. to 7:30 p. m. 8:30 p. m. to 8:30 a. m.	S 6.05	10.50													
A 3.00 P.M.	A 8.35 P.M.			R.	71.5 GLADSTONE		21			L 5.50 A.M.	L 10.15 A.M.													
Daily Ex. Sunday	Daily Ex. Sunday										Daily Ex. Sunday	Daily Ex. Sunday													
7:45 9.2	8:30 20.4				 SCHEDULE TIME					3:10 23.0	6:50 10.5													
					 AVERAGE MILES AN HOUR																	4:00 14.6		

PASSENGER TRAINS MUST NOT EXCEED 20 MILES AN HOUR AROUND CURVES AND 25 MILES AN HOUR ON STRAIGHT TRACK. FREIGHT TRAINS AND LIGHT ENGINES MUST NOT EXCEED 18 MILES AN HOUR.

Trains northward are superior to trains of same class southward.
 Rule 318-B in effect.
 Registering Stations: Galesburg, Lewistown and West Havana.
 Nos. 1 and 2 will stop regularly at Depler Springs, three miles north of Lewistown.
 No train order signal at Galesburg, Lewistown and West Havana. Conductors and Enginemen must have Clearance Card Form A.
 Trains must get permission from operator at Lewistown before using main track of Buda and Rushville Sub-division.

Speed Restrictions:
 Engines running backwards 10 miles an hour.
 Trains handling Loaded Tank Cars 12 miles an hour.

WESTWARD				Signs	Distance from Galva	STATIONS	Distance from Gladstone	Capacity of Sidings	Other Tracks	Office Closed.	EASTWARD			
SECOND CLASS		FIRST CLASS									FIRST CLASS		SECOND CLASS	
Daily Ex. Sunday Way Frt.	Daily Ex. Sunday Passenger	Daily Ex. Sunday Passenger	Daily Ex. Sunday Passenger								Daily Ex. Sunday Passenger	Daily Ex. Sunday Passenger	Daily Ex. Sunday Passenger	Daily Ex. Sunday Passenger
92	91	177	176			..... ARPEE	23.8		4	No Office.	176a	177a	92a	91a
A.M. L 11.45	P.M. L 1.15	P.M. L 7.17	A.M. L 6.43	W. Y.	47.7	..... NEW BOSTON	26.6	116		5:00 p. m. to 6:45 p. m. 7:45 p. m. to 8:00 a. m.	A 7.09	A 7.41	A 12.30	A 1.50
A 12.01 P.M.	A 1.30 P.M.	A 7.26 P.M.	A 6.58 A.M.		50.5						L 7.00 A.M.	L 7.26 P.M.	L 12.15 P.M.	L 1.40 P.M.
Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday								Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday

PASSENGER TRAINS MUST NOT EXCEED 40 MILES AN HOUR; FREIGHT TRAINS AND LIGHT ENGINES, 25 MILES AN HOUR.

Trains eastward are superior to trains of same class westward, except the following: Between Arpee and New Boston trains westward are superior to trains of same class eastward.
 Rule 318-B in effect between Galva and New Boston, New Boston and Gladstone.
 Registering Stations: Galva, Gladstone.
 No train order signal at Galva and Gladstone. Conductors and Enginemen must have Clearance Card Form A.
 Rule No. 20, Special Instructions, is in effect.
 Speed Restrictions:
 Engines running backwards 10 miles an hour.
 Trains must use not less than fifteen minutes when backing up between Arpee and New Boston.
 Trains handling Loaded Tank Cars 20 miles an hour.
 Trains 6 miles an hour over street crossings at Keithsburg.

SPECIAL INSTRUCTIONS.

Master Mechanic, W. A. Kelly, Galesburg.
 Trainmaster, L. F. Parks, Galesburg.
 Trainmaster, W. R. Eble, Galesburg.
 Terminal Trainmaster, W. H. Kelly, Galesburg.
 Assistant Trainmaster, J. P. McDermott, Galesburg.
 Road Foreman, L. F. Battell, Galesburg.
 Chief Dispatcher, T. C. Dougherty, Galesburg.
 Night Chief Dispatcher, L. L. Johnson, Galesburg.

Train Dispatchers:

F. M. Tanney,	H. V. Lonis,
H. Abrahamson,	C. R. Elder,
M. S. Chapman,	C. E. Walker,
W. Tobin,	H. W. Kost,
C. W. Kelly,	W. F. Eastin.

1. Where manual or controlled manual block system rules are in effect, as indicated in foot notes, train order signal will also be used as block signal, normal indication "stop," while operator is on duty, and must not be changed to "proceed," while orders are in effect to trains in that direction, clearing preceding train as per Rule 906.

Light engines and freight trains, carrying passengers or caretakers, will be handled the same as passenger, mail or express trains. Conductors will advise dispatcher when no passengers or caretakers on their train.

Trains may pass train order signal indicating "stop," when convenient to do station work or take siding, but the proper clearance must be obtained before train can proceed from station. A proceed signal indication must not be displayed for or accepted by a train entering a siding.

When weather conditions obscure the view, operators will promptly report to the dispatcher, who will decide if an absolute block of all trains must be maintained.

Where Rules D-251, D-252 and D-254 are in effect, freight trains stopped by train order signal at stations where sidings are located on or near schedule of first-class trains, will clear the main track at once, unless otherwise advised by signalman. Conductor must advise promptly when clear of main track, and receive permission from signalman before can again return to main track.

2. Train order signal must indicate "stop" in both directions at end of reverse movement, and Clearance Card, Form "A," with copy of train order delivered to the train completing a reverse movement.

3. Trains Approaching Stations. Except in automatic block signal territory, freight and extra trains must pass through stations with caution, unless the way is seen to be clear.

4. Where automatic block system is in effect, normal indication of train order signal must be "proceed" except when train orders are in effect for trains in that direction, when signal must be changed to stop and remain so until orders have been delivered to trains, or cleared as per Rule 906.

5. Grade Signals. The semaphore type is indicated by yellow square end blade with black stripe and purple marker light on right side of pole below. Restrictive light indication, yellow above and purple below when the blade is in horizontal position.

Color light signal type are indicated by a purple marker light on right side of pole below head. Restrictive indication for two-light signals one yellow light above and purple light below. For three light signals two yellow lights above and one purple light below. Restrictive indications of signal.

Trains may pass signal at slow speed, then proceed as per Rule 509-A or 509-B.

6. With Caution. Moving a train with caution, or under control, means that the speed must be such that the engineman shall be able to stop within the range of their vision.

7. A train which is to take siding at a point where the switch to be used is within 300 feet in advance of an automatic block signal, may pass such signal at stop to enter siding, when under control, provided the switch is set for the siding and the way is known to be clear. In such case Rule 509 will not be effective.

8. Restricting Order. On single track, where the middle order is used, a train order restricting the superiority of a passenger, mail or express train, may be given in "19" form. At division, terminal and junction station, where the "31" form is used and the signature of the conductor of a passenger, mail or express train can not be obtained, previous to the time at which it is necessary to send orders to other trains against it, the orders may be given and the signature of the conductor of the passenger, mail or express train obtained to the restricting order at the time the conductor reports for orders, before commencement of his run on that division or sub-division.

9. Delivering Orders. Operators must deliver copy of train orders and clearance cards to flagmen on passenger trains.

10. Advancing Trains. When a Train Dispatcher desires to advance a train from a station where, by the rule, it should enter the siding before passing a train order office, he may instruct the operator to use a green signal, as prescribed by Rule 12-C, or clear the calling-on signal. The engineman may then continue to move his train on the main track to the signal with caution, and there be governed by train orders that are addressed to his train.

11. Safety of Trains at Terminals. At terminals station the conductor will be responsible for the safety of his train, while on the main track, until relieved.

12. Protection of Trains on Grade. When necessary to leave a train, or portion of a train, on a grade, air brakes must be set, then hand brakes set tight, and air brakes released before engine is uncoupled.

13. Protection of Oil Cars. Oil cars connected with a loading or unloading device must be protected with signs reading "stop, tank car connected." The sign may be placed on ends of car or on the track and should be placed or removed by party loading or unloading.

14. Backward Movement of Passenger Trains. The conductor must control, with extension hose, the backward movement of loaded passenger trains at terminals and at other points where necessary.

15. Standard Time. Rules 2 and 3, (Book of Rules), will also apply to Train. Baggage men, Brakemen, Flagmen, Firemen and Switchmen.

16. Recall Signals. The recall signal D-14 (d and e) against the current should be followed by one short sound of the whistle. 14-L should cover period of nine seconds as follows:

Long blast—two seconds each,
 Short blast—one second each,
 With one second between each blast.

17. Inspection of Special Equipment. Steam shovels, snow plows, derricks, rail loaders and other special equipment must be inspected for safe side and top clearance before being moved in trains.

18. Conductors of work extras and foremen of bridge and track gangs must furnish flagman written instructions to be handed to engineer of trains flagged, detailing clearly what they are to do.

Where changes in instructions are necessary, they may be written by the conductor or foreman, or by the flagman under instructions of conductor or foreman.

19. Where check of register is not received by train order, conductors will check register as per Rule 83 and furnish register check, Form 1648, to engineman. When register check is received by train order, conductor will hand register ticket to operator who will register.

20. Following rule in effect on sub-divisions where so specified in foot notes: Freight trains will be notified of following extras by the Train Dispatcher, who will issue train orders to all concerned as follows: "C&E after -time- protect against Extra——. Preceding trains receiving this order will after the specified time while occupying main track at stations, protect according to Rule 99."

In the absence of this order, freight trains may occupy the main track between station switch limits protecting against schedule trains only, and following extra trains must approach all stations prepared to stop at the first switch, and thereafter proceed as the way is seen or known to be clear.

21. Use of Track. When necessary to take siding, advance track at end of double track will be used only by trains leaving double track, except by special instructions.

Unless otherwise provided in foot notes where there are two sidings for meeting or passing trains, the right-hand track should be used. If necessary to use the left-hand track, train must protect against opposing movement.

22. Speed Restrictions. Passenger, mail and express trains 35 miles an hour and other trains 15 miles an hour over crossings that are interlocked. Where lower speed provided in foot notes be governed accordingly.

Trains 15 miles an hour on sidings and through crossovers at end of double track and 10 miles an hour through other turnouts unless otherwise specified.

In the absence of slow boards or other instructions, first-class trains 35 miles an hour through following yards:

Galesburg, Bushnell, Macomb, Yates City, Elmwood, Canton, Lewistown, Vermont, Rushville, Alpha, Denrock, Barstow, East Clinton, Clinton, East Moline, Moline, Rock Island and Peoria.

Trains handling steam derrick, pile drivers, bridge derricks, clam shells and steam shovels must not exceed speed as follows:

30 miles an hour Galesburg to Quincy.
 25 miles an hour Galesburg to Peoria.
 25 miles an hour Galesburg to Savanna.
 20 miles an hour Galva to Gladstone.
 20 miles an hour Buda to Rushville.
 15 miles an hour Quincy to Louisiana.
 15 miles an hour Denrock to Sterling.
 10 miles an hour Galesburg to West Havana.

Trains handling short scale test cars, 20 miles an hour.

Clam shells moved in trains must have boom taken down and trailing.

23. The Following Signs Indicate:

"F" Telephone siding without operator.
 "C" Fuel.
 "W" Water.
 "Y" Wye.
 "T" Turntable.
 "R" Registering Station.
 "K" Standard Clock.
 "O" Track Scales.
 "B" Bulletin Board.
 "Yd" Yard Limit.

MEDICAL AND SURGICAL DEPARTMENTS

Location of Company Medical Examiners, Surgeons and Oculists

Abingdon.....Dr. JESSE ROWE.....Surgeon.
 Aledo.....Dr. J. W. WALLACE.....Surgeon.
 Buda.....Dr. J. F. TAYLOR.....Surgeon.
 Bushnell.....Dr. J. C. GRIFFITH.....Surgeon.
 Bushnell.....Dr. B. E. LeMASTER.....Surgeon.
 Camp Point.....Dr. J. H. PITTMAN.....Surgeon.
 Canton.....Dr. W. E. SHALLENBERGER.....Surgeon.
 Clinton, Iowa.....Dr. D. S. FAIRCHILD, Sr.....Surgeon.
 Clinton, Iowa.....Dr. LESLIE K. FENLON.....Surgeon.
 Davenport, Iowa.....Dr. P. A. BENDIXEN.....Surgeon.
 Fulton.....Dr. W. H. DURKEE.....Surgeon.

Galesburg.....Dr. E. T.P. ZESSIN.....Medical Examiner.
 Galesburg.....Dr. C. A. FINLEY.....Surgeon.
 Galesburg.....Dr. J. M. BOHAN.....Surgeon.
 Galesburg.....Dr. R. C. MATHENY.....Oculist.
 Galva.....Dr. H. W. WATEROUS.....Surgeon.
 Lewistown.....Dr. S. A. OREN.....Surgeon.
 Macomb.....Dr. JOSEPH B. BACON.....Surgeon.
 Moline.....Dr. M. S. DONDANVILLE.....Surgeon.
 Peoria.....Dr. E. E. BARBOUR.....Surgeon.
 Peoria.....Dr. C. G. FARNUM.....Surgeon.

Quincy.....Dr. WALTER STEVENSON.....Oculist.
 Quincy.....Dr. W. H. BAKER.....Surgeon.
 Rock Island.....Dr. J. C. SOUDERS.....Surgeon.
 Rock Island.....Dr. J. R. HOLLOWBUSH.....Surgeon.
 Rushville.....Dr. A. W. BALL.....Surgeon.
 Savanna.....Dr. R. C. BURTON.....Surgeon.
 Savanna.....Dr. J. B. SCHREITER.....Surgeon.
 Savanna.....Dr. G. W. JOHNSON.....Surgeon.
 Sterling.....Dr. C. G. BEARD.....Surgeon.
 Vermont.....Dr. L. V. BOYNTON.....Surgeon.
 Yates City.....Dr. H. J. HENSLEY.....Surgeon.

When anyone is injured on Company property (whether the Company is liable or not,) the nearest Company Surgeon must be summoned at once by the officer or employe of highest rank present. In cases of emergency, when the attendance of Company Surgeon can not be had at once, the most available surgical aid should be called to serve until the Company Surgeon arrives. Company Surgeon, upon arrival, shall at once take charge of the case and relieve the called surgeon from further care or attendance so far as the Company is concerned. No important surgical operation should be made previous to the arrival of a Company Surgeon, except such as may be required for the immediate safety of the patient. The acceptance of the aid of a surgeon called by the Company is entirely optional with injured parties. In case they desire they can select, at their own expense, other surgical attendance. This Company will not recognize bills of surgeons other than those on its regular staff, except for temporary service rendered prior to the arrival of the Company's Surgeon, and then only for such attendance as it appears is clearly and immediately demanded.

J. N. REDFERN, Manager.

D. B. MOSS, M. D., Chief Medical and Surgical Officer

TRAINMEN'S TELEPHONES GIVING DIRECT COMMUNICATION WITH TRAIN DISPATCHER ARE LOCATED AS FOLLOWS:

Rio.....Waiting Room.	Barstow.....North Lead, New Yard.	Fenton.....Waiting Room.	Agnew.....Box on Station Building.
Ophlem.....Waiting Room.	Rock Island.....In Booth 1/2 mile south of 29th Street.	Lass.....Office.	Sterling.....Box on Station Building.
Orion.....Waiting Room.	Joslin.....Waiting Room.	Garden Plain.....Waiting Room.	Peoria.....Yard Master's Office.
Warner.....Waiting Room.	Hillsdale.....Waiting Room.	East Clinton.....Tower.	Cuba.....Star Mine No. 2 Sunnyside Mine.
Briar Bluff.....Waiting Room.	Erie.....Waiting Room.	Thomson.....Waiting Room.	Between Cuba and Lewistown.....United Electric Mine Switch.
		Lyndon.....Waiting Room.	

TELEPHONES CONNECTED WITH BLOCK WIRE ARE LOCATED AS FOLLOWS:

Saluda.....North end of Stock Track.	Fowler.....Waiting Room.	Hillsdale.....South end south siding.	French Creek.....Between M. P. 17 and 18.
Abingdon.....North end north siding. South end south siding.	Ewbanks.....North end north siding. South end south siding.	Erie.....South end south siding. North end north siding.	Douglas.....Waiting Room.
St. Augustine.....Waiting Room.	Quincy.....24th Street. Soldiers Home.	Denrock.....North end siding, coal chute.	Yates City.....At coal chute.
Bridge 180.57.....100 feet south bridge.	Throop Tower.....Advance signal on Savanna line, 4,000 feet north of Tower.	Fenton.....North end north siding.	Elmwood.....Waiting Room.
Avon.....North end north siding. South end south siding.	Henderson.....North end advance track.	Oliver.....Section foreman's house.	1/2 Mile East.....M. P. 28.
Prairie City.....Waiting Room.	Rio.....South end siding.	Ebner.....South end siding.	Oak Hill.....Waiting Room.
Bushnell.....Extreme north end of yard. North end southward siding. Coal Chute. South end northward siding.	Shuler Mine.....At switch.	Thomson.....North end siding.	Olin.....M. P. 38.
Bardolph.....Waiting Room. South end siding.	Alpha.....South end south siding. North end north siding.	Ayers Tower.....South end siding.	M. P. 35.....First Telegraph Pole East.
Macomb.....Both ends siding. M. I. & L. Junction.	Lynn.....North end north siding.	Silvis Trfr.....West switch.	Edwards.....Waiting Room. East end siding.
Colchester.....North end north siding. South end south siding.	Orion.....South end south siding. North end north siding.	East Moline.....East end old main line. West end old main line.	Pottstown.....West end siding.
Tennessee.....Waiting Room.	Warner.....South end south siding.	Moline.....Yard office. Sylvan switch. At 38th street.	Vicary.....Opposite Mine.
Colmar.....Waiting Room.	Briar Bluff.....South end south siding.	Rock Island.....17th Street. 24th Street. 29th Street. Near cross over switch opposite new Round House.	Peoria.....East end storage.
Augusta.....North end north siding. South end south siding.	Colona.....Tower.	Knoxville.....West end siding. Box on depot.	Farmington.....North end siding. Near M. P. 54, Maplewood Mine. Near M. P. 58, Alden Mine No. 6. Drakes Mine Switch.
La Prairie.....Waiting Room. South end siding.	Barstow.....South end siding. North end siding. West end of New Yard. Engine room coal chute. Both ends new siding. East ladder of New Yard. West ladder of New Yard. South of bridge 240-43.	Gilson.....Waiting Room. West end siding.	Norris.....Waiting Room.
Golden.....North end siding.	Osborn.....Section foreman's house.	Maquon.....West end siding.	Brereton.....South end siding.
Camp Point.....North end north siding. South end south siding.	Joslin.....South end south siding.		Canton.....North end siding. Freight house.
Coatsburg.....Waiting Room. South end siding.			Dunfermline.....Junction switch.
Paloma.....Waiting Room. North end siding.			St. David.....Waiting Room.
			Bryant.....Waiting Room. North Switch Storage Track.
			Lewistown.....Junction switch north of station. Junction switch south of station.

W. F. THIEHOFF,
General Manager, Chicago.

W. L. BARNES,
General Superintendent of Transportation, Chicago.

J. H. AYDELOTT,
General Superintendent, Galesburg.

W. E. FULLER,
Superintendent, Galesburg.

