CHICAGO & NORTH WESTERN RAILWAY

GALENA DIVISION
SOUTHERN DISTRICT

TIME TABLE

No. 25

Effective Wednesday, Sept. 13, 1944
AT 12:01 O'CLOCK A. M.
CENTRAL TIME

For the Government and information of employes only.

F. J. BYINGTON, General Manager
L. B. KENDALL, Assistant General Manager
H. S. SMITH, Superintendent

THE GUNTHORP-WARREN PRINTING COMPANY, CHICAGO

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2500—9-13-44

Westward—Between Nelson and South Pekin—Eastward

SECOND CLASS				Fuel Water, Wye and Turntable Stations	Distance from Nelson	Communicating Office Open Week Days	Subdivision 1 Time Table 25 September 13, 1944	Capacity of Siding	SECOND CLASS					Communicating Office Open Sundays
381	93	383							154	92	380	172	386	
DAILY	Tuesday Thursday Saturday	DAILY							DAILY	Monday Wednesday Friday	DAILY	DAILY	DAILY	
				FW TTY	.....	Continuous	.....NELSON.....	..						Continuous
— P.M. —	— A.M. —	— A.M. —					.70		— A.M. —	— P.M. —	— P.M. —	— P.M. —	— A.M. —	
2·30	8·10	1·00		.....	.70	7:00 a.m. to 4:00 p.m.	.....YARD OFFICE.....	....	10·45	3·30	12·45	9·10	12·45	7:00 a.m. to 4:00 p.m.
							3.81							
2·40	8·20	1·10		.....	4.51	7:00 a.m. to 4:00 p.m.	.....TOWER GO.....	....	10·30	3·15	12·35	8·55	12·25	7:30 a.m. to 9:30 a.m.
							2.36							
2·45	f 8·30	1·15		.....	6.87	.....	.....VAN PETTEN.....	....	10·25	s 3·05	12·29	8·50	12·16	.....
							4.83							
2·53	f 8·40	1·23		.....	11.70	8:45 a.m. to 5:45 p.m.	.....HAHNAMAN.....	100	10·15	s **2·53**	12·20	8·40	12·06	Closed
							2.91							
				.....	14.61		.....TOWER WN.....	....						
							2.08							
3·03	s 9·11	1·33		.....	16.69	8:45 a.m. to 5:45 p.m.	.....NORMANDY.....	86	10·00	s 2·25	12·10	8·30	11·57	Closed
							7.25							
3·16	s **9·35**	1·46		W	23.94	8:45 a.m. to 5:45 p.m.	.....MANLIUS.....	77	**9·35**	s 2·00	11·54	8·15	11·42	Closed
							6.30							
3·27	f 9·45	1·57		.....	30.24	.....	.....LANGLEY.....	....	9·05	f 1·15	11·40	7·59	11·30	.....
							4.14							
3·36	s 9·55	2·06		.....	34.38	.....	.....BUDA.....	100	8·55	s12·59	11·31	7·50	11·21	.....
							1.40							
				.....	35.78	6:50 a.m. to 10:50 p.m.	.....TOWER UD.....	....						Closed
							4.95							
3·47	f10·10	2·17		.....	40.73	.....	.....MORSE.....	....	8·40	f12·35	11·16	7·35	11·10	.....
							4.16							
3·55	10·20	2·25		.....	44.89	.....	.....STORAGE.....	....	8·30	12·20	11·07	7·25	11·00	.....
							1.84							
4·00	s**10·58**	2·30		FWY	46.73	8:00 p.m. to 4:00 a.m. 8:45 a.m. to 4:45 p.m.	.....BROADMOOR.....	....	8·05	s12·05	**10·58**	6·50	10·38	8:00 p.m. to 4:00 a.m.
							4.60							
4·09	s11·15	2·39		.....	51.33	8:00 a.m. to 5:00 p.m.	.....CAMP GROVE.....	91	7·55	s11·15	10·48	6·40	10·29	Closed
							6.48							
4·20	s11·35	2·50		.....	57.81	8:45 a.m. to 5:45 p.m.	.....SPEER.....	100	7·35	s10·50	10·31	6·20	10·12	Closed
							5.80							
4·30	s11·55	3·00		.....	63.61	.....	.....AKRON.....	87	7·20	s10·35	10·18	6·05	10·01	.....
							8.44							
4·50	s12·20	3·20		W	72.05	6:00 p.m. to 3:00 a.m.	.....RADNOR.....	....	6·55	s10·15	10·00	**5·40**	9·45	Closed
							6.09							
5·10	f12·40	3·39		.....	78.14	.....	.....LIMESTONE.....	....	6·05	f 9·40	9·25	**4·55**	8·55	.....
							2.15							
5·15	12·45	3·44		.....	80.29	Continuous	.....KICKAPOO.....	....	6·00	**9·35**	**9·20**	4·50	8·50	Continuous
							1.88							
5·30	s 1·00	3·50 3·55		W	82.17	.....	.....ADAMS STREET.....	....	5·55 5·40	s 9·30			8·45	.....
							1.88							
5·45	1·10	4·05		.....	.....	Continuous	.....KICKAPOO.....	....	5·30	**9·05**			7·45	Continuous
							2.87							
				.....	83.16	.....	..PEORIA (Keystone Switch)..	....						.....
							2.21							
5·55	1·25	4·15		.....	85.37	.....	.....TUSCARORA.....	126	5·20	8·50	9·05	4·35	7·35	.....
							.64							
				.....	86.01	.....	.....HOLLIS.....	....						.....
							7.47							
6·30 P.M.	1·45 P.M.	4·45 A.M.		FW TT	93.48	Continuous	.....SOUTH PEKIN.....	....	5·00 A.M.	8·30 A.M.	8·45 A.M.	4·15 P.M.	7·15 P.M.	Continuous
DAILY	Tuesday Thursday Saturday	DAILY							DAILY	Monday Wednesday Friday	DAILY	DAILY	DAILY	

The normal position of the switch at Yard Office will be for East Wye.

All westward trains will approach Storage, Broadmoor, Radnor, Limestone and Kickapoo under control, prepared to stop within vision.

Between Adams St. and Peoria Union Depot trains will be governed by time table and rules and regulations of the P. & P. U. R. R.

All trains will go to Adams St. to leave cars they may have in their train for that point, or to pick up cars as directed by Train Dispatcher.

No. 383 IS SUPERIOR TO ALL TRAINS.

COMMUNICATING OFFICES OPEN HOLIDAYS

Yard Office	7:00 a.m. to 4:00 p.m.
Tower GO	7:00 a.m. to 4:00 p.m.
Tower UD	6:50 a.m. to 8:50 a.m. 4:20 p.m. to 6:20 p.m.
Broadmoor	8:00 p.m. to 4:00 a.m.
Kickapoo	Continuous
South Pekin	Continuous

TONNAGE RATINGS

DISTRICT	Class of Engine		
	Z	J	J4
Benld to South Pekin	5600	6340	8450
South Pekin or Adams St. to Radnor (Single)	2035	2345	3125
South Pekin or Adams St. to Storage (Class J4 helper to Radnor)	4065	4690	6250
Storage to Yard Office	5720	6600	8800
Yard Office to Adams St. or South Pekin	1885	2225	2900
South Pekin to Benld	2405	2850	3700

NOTE: Add 5% to rating of J locomotive to obtain rating for a JS locomotive. Add 10% to rating of J locomotive to obtain rating for a JA locomotive. The above ratings apply under ordinary circumstances over maximum grade between points named, additional tonnage will be handled whenever circumstances and grade will permit.

Westward—Between South Pekin and DeCamp—Eastward

SECOND CLASS			Fuel, Water, Wye and Turntable Stations	Distance from South Pekin	Communicating Office Open Week Days	Subdivision 2 Time Table 25 September 13, 1944	Capacity of Siding	SECOND CLASS			Communicating Office Open Sundays and Holidays
381	123	383						380	124	386	
DAILY	DAILY	DAILY						DAILY	DAILY	DAILY	
P.M. 7·30	A.M. 10·30	A.M. 5·15	FWTT	0.0	Continuous	SOUTH PEKIN		A.M. 8·00	P.M. 2·00	P.M. 5·15	Continuous
						6.04					
7·45	10·50	5·30	.....	6.04	.....	GREEN VALLEY	.....	7·45	1·35	4·45	.....
						7.04					
8·00	11·05	5·45	.....	13.08	7:15 a.m. to 4:15 p.m.	ALLEN	75	7·30	1·15	4·30	Closed
						7.62					
8·15	11·20	6·00	W	20.70	✪8:45a.m. to 5:45p.m.	LUTHER	75	7·15	12·55	4·15	Closed
						4.45					
8·25	11·30	6·06	.....	25.15	.....	HUBLY	.....	7·05	12·43	4·05	.....
						5.58					
8·40	11·45	6·20	.....	30.73	8:45 a.m. to 5:45 p.m.	SWEETWATER	79	6·49	12·25	3·48	Closed
						3.14					
8·46	11·52	6·27	.....	33.87	.....	CULVER	.....	6·42	12·18	3·41	.....
						3.39					
8·52	**12·10**	**6·34**	.....	37.26	.....	BARR	75	**6·34**	**12·10**	3·34	.....
						1.00					
8·55	12·15	6·36	Y	38.26	Continuous	TOWER BX	.....	6·31	12·05	3·32	Continuous
						6.40					
9·15	12·32	6·55	W	44.66	.....	SANGAMON	.....	6·10	11·45	3·10	.....
						5.43					
9·33	1·05	7·10	.....	50.09	.....	ARCHER	75	5·45	11·17	2·45	.....
						7.39					
9·48	1·30	7·25	F	57.48	8:45 a.m. to 5:45 p.m.	LICK	75	5·32	10·58	2·31	Closed
						6.53					
10·01	1·50	7·40	.....	64.01	.....	COMPRO	38	5·20	10·40	2·18	.....
						6.07					
10·14	**2·07**	7·52	Y	70.08	7.00 a.m. to 4.00 p.m.	VIRDEN	75	5·08	10·20	**2·07**	Closed
						4.11					
10·24	2·15	8·02	W	74.19	.....	GIRARD	.....	4·54	10·07	1·53	.....
						12.43					
10·45	2·35	8·25	.....	86.62	.....	WOMAC	82	4·30	9·40	1·30	.....
						8.44					
11·05	2·50	8·40	.....	95.06	10:00 a.m. to 7:00 p.m.	TOWER ON	.....				★10:00 am to 7:00 pm
						3.39					
11·30 12·30	3·10	**9·00** 10·00	FWTT	98.45	8:45 a.m. to 4:45 p.m. 11.00 p.m. to 7.00 a.m.	BENLD	120	4·00 3·00	**9·00**	1·00 12·15	8:45 a.m. to 4:45 p.m. 11.00 p.m. to 7.00 a.m.
	— P.M. —					1.8			— A.M. —		
12·40		10·09	.....	100.25	.....	MINE 4 SWITCH	.....	2·45		12·10	.....
						2.6					
12·45		10·14	.....	102.8	.....	MINE 14 SWITCH	.....	2·40		12·01	.....
						3.2					
12·50 A.M.		10·25 A.M.	.....	106.0	Continuous	DECAMP	.....	2·30 A.M.		11·50 A.M.	Continuous
2.30 A.M.		*12.01* P.M.		From Benld 41.1	.....	*EAST ST. LOUIS*		*1.00* A.M.		*10.30* A.M.	.....
DAILY	DAILY	DAILY			✪Office in Inter. Tower			DAILY	DAILY	DAILY	★No Sunday assignment; holiday assignment only.

No. 383 IS SUPERIOR TO ALL TRAINS.

SPEED TABLE

Miles per Hour	Time per Mile	
	Minutes	Seconds
15	4	0
20	3	0
25	2	24
30	2	0
35	1	43
40	1	30
45	1	20

THE LINE BETWEEN TOWER "ON" AND DECAMP WILL BE OPERATED AS A SWITCHING DISTRICT.

In the district between Tower ON and Mine 4 Switch, trains will run at RESTRICTED SPEED, expecting to find switch engines occupying main track. All movements between these points will be made as required by Rule 93 amended.

In the district between Mine 4 Switch and DeCamp, yard engine and extra train movements will be made only by train order. All movements between these points will be made as required by Rule S-87.

All trains will approach DeCamp and Mine 14 Switch under RESTRICTED SPEED, expecting to find train or switch engines using same.

SPEED RESTRICTIONS

LOCATION	Restrictions Speed Per Hour	
	Pass. Trains	Freight Trains
BETWEEN NELSON AND BENLD		
Maximum Speed—Miles per Hour		
Passenger Trains.....45		
Freight Trains.....40		
M.P. 2.9—Over spring switch at west end of double track.....Eastward...	30	30
M.P. 3.5—At Eastward approach signal for spring switch.....	.....	35
M.P. 4.3 to M.P. 4.5—Between home signals, C. B. & Q. Interlocking, Tower GO.....	20	20
M.P. 17.4 to M.P. 19.4—Between west switch, Normandy, and 2 miles west.....	.....	35
M.P. 29.0 to M.P. 35.6—Between east end of curve, 1 mile east of Langley and Tower UD..Eastward...	.....	35
M.P. 35.6 to M.P. 35.8—Between home signals, C. B. & Q. Interlocking, Tower UD.....	30	30
M.P. 35.8 to M.P. 44.4—Between Tower UD and Storage.....Eastward...	.....	35
M.P. 44.4—Over spring switch east end of two tracks, Storage.....	25	25
M.P. 46.8 to M.P. 47.5—Around curve at penstock to west end of two tracks, Broadmoor...Westward...	40	25
M.P. 47.5—Over spring switch, west end two tracks, Broadmoor.....Eastward...	30	30
Westward...	25	25
M.P. 47.5 to M.P. 51.3—Between west end two tracks, Broadmoor, and Camp Grove.....Eastward...	.....	35
M.P. 51.3 to M.P. 57.8—Between Camp Grove and Speer.....Westward...	40	35
M.P. 71.6—Over spring switch, east end of two tracks, Radnor.....Eastward...	25	25
Westward...	30	30
M.P. 71.6 to 78.6—Between east end of two tracks, Radnor, and west end of two tracks, Limestone...		
Eastward...	40	35
Westward...	40	20
M.P. 78.6—Over remote control switch, west end of two tracks, Limestone.....Eastward...	30	30
Westward...	25	25
M.P. 80.3—Over interlocking, Kickapoo.....		
Straight Route...	30	30
Diverging Route..	25	25
M.P. 0.0 to M.P. 2.9—Between interlocking, Kickapoo, and Keystone switch.....	40	30

LOCATION	Restrictions Speed Per Hour	
	Pass. Trains	Freight Trains
BETWEEN NELSON AND BENLD—Continued		
M.P. 2.9 to M.P. 4.8—Between Keystone switch and Tuscarora.....	20	20
M.P. 4.8 to M.P. 5.6—Between Tuscarora and Hollis	30	30
M.P. 5.7—Over P. T. R. R. crossing, Hollis.....	10	10
M.P. 5.7 to M.P. 8.7—Between P. T. R. R. crossing, Hollis, and Bridge No. 1731, Illinois River.....	.....	35
M.P. 8.7 to M.P. 9—Over Bridge No. 1731, Illinois River.....	25	25
M.P. 9.0 to M.P. 9.6—Between Eastward approach and home signals, Bridge No. 1731, Illinois River		
Eastward...	.....	...30
Westward...	.....	35
M.P. 9.6 to M.P. 12.5—Between Eastward approach signal, Illinois River, and spring switch, east end of yard, South Pekin.....	.....	35
M.P. 12.5—Over spring switch, east end of yard at South Pekin.....Eastward...	25	25
Westward...	10	10
M.P. 14.5—Over spring switch, west end of yard, South Pekin.....	10	10
M.P. 15.0—At Eastward approach signal, 2800 feet west of spring switch, west end of yard, South Pekin.....Eastward...	.....	35
M.P. 34.0 to M.P. 34.2—Between home signals, I. C. Interlocking, Luther.....	30	30
M.P. 38.4 to M.P. 43.4—Between switch, Hubly, and 1 mile east of Sweetwater.....Eastward...	35	25
M.P. 50.4 to M.P. 59.5—Between Barr and 1.7 miles west of Sangamon.....	35	35
M.P. 96.8 to M.P. 97.2—Over Bridge No. 1956, three miles east of Womac, and around two degree curve, west of Bridge No. 1956.....	40	30
M.P. 108.2—Between approach and home signals at C. C. C. & St. L. interlocking, Tower "ON".	25	25
BETWEEN BENLD AND DECAMP		
Maximum Speed—Miles per Hour		
Passenger Trains.....35		
Freight Trains.....25		
M.P. 119.2—Between home signals, I. T. R. R.-Wabash interlocking, DeCamp.....	20	20

ADDITIONAL SPEED RESTRICTIONS

Light engines, or engines with caboose only, must not exceed 15 miles per hour over any street or highway crossing in any city, town or village.

Steam wrecking and pile driver outfits must not exceed a speed of 25 miles per hour.

Trains handling ore shipments loaded in gondola cars, must not exceed a speed of thirty-five (35) miles per hour.

In addition to observing Rules 601A to 672 amended, all trains will approach signal and gate protected railroad crossings at restricted speed.

The following Rules and Instructions will be observed at the P. T. Ry. crossing at Hollis:

All trains will approach this railroad crossing at restricted speed. If the Home signal indicates Proceed, Rule 601C amended, the engine or leading car must not exceed a speed of 10 miles per hour passing the Home signal and over the crossing.

If a train is stopped by the Home signal, Rule 601A amended, and no conflicting movement is evident, a trainman must proceed to the crossing and if crossing gate is not in proper position, must place it over the P. T. track and train may proceed over the crossing under protection of the trainman at the crossing.

Speed Over Cross-Overs and Turn-Outs — **The speed of a train moving over a cross-over, turn-out from main track to siding or to diverging route at a junction, must not exceed 10 miles per hour, except as indicated in speed restrictions.**

Circus and Carnival Trains — **Circus and Carnival trains on main line districts will not exceed 35 miles per hour on straight track and 25 miles per hour on curves. On branch lines will not exceed 25 miles per hour on straight track and 20 miles per hour on curves. Speed restrictions requiring less than the above speed must be observed.**

Scale Test Cars — **Crews handling scale test cars, either U. S. Government owned, or such cars of this or other railroads, must not exceed speed of 30 miles per hour on main line, and 20 miles per hour on branch lines and must carefully observe the operation of trains whenever handling cars of this type.**

General Rules Governing Employes of the Operating Department, dated December 1st, 1929, and Supplement "D", dated June 15th, 1935, in connection therewith, are issued in book form. Every employe whose duties are in any way prescribed by these rules, must always have a copy of them at hand when on duty.

SIGNS AND LETTERS

The following signs when placed before the figures of the schedule indicate:

s—Regular stop.

f—Flag stop to receive or discharge revenue passengers or freight.

The following signs when placed elsewhere indicate:

F—Fuel. Y—Wye.

W—Water.

TT—Turntable.

On the road, at stations, in yards and on industrial tracks, there are buildings, structures, station platform canopies, mail cranes, dividing or between line fences which are located between tracks, bridge girders and other obstructions which, owing to local conditions or requirements, do not give clearance to men on top of or side of cars or engines. Employes must familiarize themselves with these conditions in the districts in which they are employed and, where they exist, must not extend any part of their bodies out from engines or cars, or attempt to alight therefrom. New employes must exercise great care in this respect.

SPECIAL RULES

Standard Time — 1. Clocks showing Central Standard time are located at Yard Office; Agent's Office and Telegraph Office, Benld; Train Dispatcher's Office and Engineer's Room at Round House, South Pekin.

Superior Direction Rule S-72 — 2. EASTWARD trains are superior to WESTWARD trains of the same class.

Register Stations — 3. All trains will register at Yard Office, Adams St., South Pekin and Benld.

Two Tracks — 4. Two tracks in operation as follows:

M.P. 3.1 one and two tenths miles east of Tower GO to the cross-over west end Nelson yard.

Between Bridge 1499 just east of Storage and west switch at Broadmoor.

Radnor to Limestone, extending from east switch at Radnor to west switch at Limestone.

Normal position of switches will be for eastward trains except east switch at Radnor and Storage.

Train Orders Rule D-97a — 5. In two or more track districts, extra freight trains may be operated without train orders.

BLOCKING

Automatic Block — 6. Between Radnor and Kickapoo.

Time Spacing Rule 91 — Except as above Rules 380 to 382 govern and trains will be spaced ten minutes apart.

BULLETIN BOARDS

7. Bulletin boards for the posting of General orders and Special orders issued by the Superintendent, are located as follows:

CONDUCTORS, TRAINMEN AND YARDMEN	ENGINEMEN
Yard Office	Nelson
So. Pekin	So. Pekin
Benld	Benld

FREIGHT TRAIN INSPECTION—EASTWARD

8. Lick or Sangamon; Broadmoor or Storage, either standing or running inspection; Manlius when train stops there.

FREIGHT TRAIN INSPECTION—WESTWARD

Broadmoor, either standing or running inspection; Sangamon or at Lick.

OPERATION OF SINGLE TRACK BETWEEN KICKAPOO AND LIMESTONE BY SIGNAL INDICATIONS

9. Signal indications supersede time table authority and train orders across the single track between Kickapoo Interlocking Plant and west end two tracks switch at Limestone. Eastward trains receiving a proceed indication from signal 160 or 160A (eastward home signals of Interlocking plant at Kickapoo) and westward trains receiving a proceed indication from signal 157 or 157A (signals governing westward movements over west end switch of two tracks at Limestone) will be governed accordingly.

The west end switch of the two tracks at Limestone is operated by means of an electric switch mechanism controlled by the operator at Kickapoo. Home signal 156 governs eastward movements over this switch as well as protects the block in the direction of traffic. A low speed signal located on the mast of signal 156 governs movements against traffic onto the westward main track. Home signal 157 governs westward movements across this switch in the direction of traffic and also indicates that a movement may be made toward Kickapoo.

There is a low speed signal (157A) located to the north of the eastward track and on the foundation of the signal bridge. This signal governs movements westward from the eastward main track. If the westward signals are in a stop position they must not be passed without permission from the operator at Kickapoo, which permission may be obtained by means of the telephone located near the switch.

Should the switch at the west end of the two tracks fail and instructions should be given by the operator to throw the switch by hand, this can be done by means of the crank provided for the purpose and located in a box near the telephone. This crank should be removed and inserted in the socket in the top of the mechanism case, and crank turned as far as it will go.

The removal of the crank from the box disconnects the motor of the switch mechanism from all control and the crank should not be replaced in the box until the movement for which the switch has been thrown has been completed. The crank must then be returned to its place in the box.

When a train or engine has been stopped by a Stop signal at the above interlockings a trainman or engineman must at once communicate with the leverman by telephone. The instructions must be repeated to insure correct understanding. When given oral permission to pass a Stop signal, a movement must not be made over a dual control switch until it has been operated by hand in accordance with instructions posted in the telephone box at the signal.

The eastward home signal 156 and the low signal on the same mast should not be passed when in the Stop position without receiving permission from the operator at Kickapoo in like manner.

A telephone is also located near the facing point cross-over just east of signals 154 and 155. When a westward train desires to use the eastward main track from this cross-over westward, permission must be obtained from the operator at Kickapoo before the switches are thrown or movement is started.

Train order signal at Kickapoo will govern.

SPRING SWITCHES RULES 104f, 104g, 510a, 512a AND 512b WILL BE OBSERVED

10. Spring switches are designated by S/S painted in black letters on white targets.

Normal position for spring switch at west end of two tracks at west end of Nelson Yard is for eastward movements and switch is protected by signal located 2800 ft. west.

Normal position for spring switch at east end of two tracks at Storage is for westward movements and switch is protected by color light signal located 2800 feet east.

Normal position of spring switch at west end of two tracks at Broadmoor is for eastward movements and switch is protected by a color light signal located 2800 feet west.

Normal position for switch at east end of two tracks at Radnor is for westward movements and this switch is protected by signal 143.

Normal position for spring switch at east end of South Pekin Yard is for westward trains to enter yard lead, and this switch is protected by a two position upper quadrant signal located 2800 feet east.

Normal position for spring switch at junction of the load and empty yard leads at west end of South Pekin Yard is for load yard lead, and this switch is protected by a color light signal located 2800 feet west.

When given oral permission to pass a Stop signal which governs over a spring switch in the facing direction, a trainman or the engineman must examine the spring switch points to know that they are fully closed before moving over the switch.

11. The use of sand is prohibited on all Interlocking plants between the Home signals; also prohibited between the fouling point and switch points on any turnout connected with the main line in Automatic Block, Automatic Train Control or Centralized Control Districts, and must not be used on any spring switch between the fouling point and the switch point. Sand is an insulator and its use on the rail may result in the improper functioning of signal or Interlocking apparatus.

Telephone Locations

12. Telephones are located as follows, connecting with Dispatchers circuit except as noted:

Nelson Yard—In Booth, east side, west end yard (Block only).
Nelson—West end of double track, in Booth on east side at switch.
Van Petten—On pole, east side, 300 ft. east of west industry track switch.
Langley—On pole, east side, near west industry track switch.
Buda—In Booth, east side at station site.
Morse—On pole, east side, 300 ft. east of west industry track switch.
Radnor Hill—On poles, west side near Bridges 1604 and 1613.
Limestone—On pole, east side, east cross-over, and at hard road (Block only).
Limestone—In Booth, west cross-over. (Dispr. and Block).
Limestone—In Booth, west end two tracks (Block only).
Kickapoo—In Booth, eastward home signal, Peoria Line. (Block only).
Adams St.—In yard office and on pole, south side near old viaduct.
Peoria (Keystone Switch)—In office.
Tuscarora—On pole, west side near Dike road.
South Pekin—On pole, east side, load yard lead, and west side at spring switch.
Green Valley—In Booth, west side at east switch.
Hubly—In box, on pole west side at east switch.
Barr—In Booth, west side, 125 feet north of hard road.
Archer—In Booth, on west side at east switch.
Sangamon—On pole west side, near coal house (Block only).
Compro—On pole, west side, near hard road.
Standard City—On pole, west side, west end Schoper siding.
Mine 4 Switch—In Booth, west side (Dispr. and Block).
Mine 14 Switch—In Booth, west side (Dispr. and Block).
Mine 14—In Mine Co. office (Block only).

Additional telephones are located in Conductor's rooms in depots at Normandy, Manlius, Broadmoor, Camp Grove, Speer, Akron, Allen, Sweetwater, Lick and Virden, and in waiting rooms at Hahnaman and Radnor which may be used to communicate with Dispatcher in case of accident or delay.

Sprinkling Hogs Rule 731

13. Conductors will see that Rule 731 is observed and that record is kept on wheel report showing stations at which each car of hogs is sprinkled and condition of hogs when taken and left. Hog sprinkling devices are located at the water tanks at—
Radnor, Broadmoor, Manlius, Luther, Sangamon and Benld.

Freight Trains Carrying Passengers

14. The following freight trains only, will be permitted to carry a limited number of passengers, provided with proper transportation:

Nos. 92 and 93 between Yard Office and Adams St.

Between Kickapoo and Peoria

15. All Westward trains will obtain permission from Towerman at Kickapoo, and all Eastward trains will obtain permission from Towerman at Kickapoo, at Yardmaster's office, Adams St. Yard, before proceeding between Kickapoo and Adams St., and then be governed by Rule 93—Amended.

The train order signal at Kickapoo will not govern trains between Kickapoo and Peoria.

CROSSINGS, JUNCTIONS AND DRAW-BRIDGES, AT WHICH RULES 601A TO 672 AMENDED, WILL BE OBSERVED

C. B. & Q.....Tower GO.
C. B. & Q.....Tower WN.
C. B. & Q.....Tower UD.
C. & N. W.....Kickapoo.
P. T., C. B. & Q., P. & P. U.....Peoria Junction.
Illinois River.....4.40 miles east of South Pekin.
I. C.....Luther.
C. & I. M.....Tower BX.
C. C. C. & St. L.....Tower ON.
I. T. R. R., No. 3 Mine Track.....Benld.

Railroad Crossings

The following crossings are interlocked and Rules 601A to 672, Amended, will be observed:
I. T. R. R. and Wabash at DeCamp.

In addition to observing Rules 601A to 672, Amended, all trains will approach the signal and gate protected railroad crossings shown below at restricted speed. If clear indication is given, the engine or leading car must not exceed a speed of 10 miles per hour passing the home signal:—
Hollis.

Crossings at which Rule 98 will be observed:
I. T. R. R., 0.52 miles west of Benld.

MAXIMUM WIDTH AND HEIGHT OF LOADED CARS THAT WILL PASS IN SAFETY OVER THE SOUTHERN DISTRICT, GALENA DIVISION

Between	Height Above Top of Rail						Structure Limiting Height
	9 ft. wide		10 ft. wide		11′ 6″ wide		
	ft.	in.	ft.	in.	ft.	in.	
Nelson and Broadmoor	18	9	18	2	17	3	O. R. Br. 1484½ at Buda and Tanks at Manlius and Broadmoor.
Broadmoor and Kickapoo	17	4	17	4	17	2	O. R. Br. 1558½ E. of Akron and Tanks at Broadmoor and Radnor.
Kickapoo and Peoria	20	3	20	3	20	3	O R. Br. 1632½ W. of Kickapoo.
Kickapoo and Lick	18	11	18	7	18	2	O. R. Br. 1783 W. of Allen and Tank at Sangamon.
Lick and Benld	20	1	19	7	18	9	Tank at Benld.
Benld and DeCamp	20	2	19	7	18	9	O. H. Br. 2010, 4 m. west of Benld. Trolley wire at DeCamp and Tank at Benld.

No load must exceed 11′ 6″ in width, regardless of height.

Trainmen and Yardmen must know, and will be held responsible, that cars do not exceed above width and height before placing them in trains or hauling them over the division.

COMPANY SURGEONS

CHICAGO..... IRVING S. CUTTER.....Medical Director

CHGO. SHOPS. V. H. HORNING.....Local Surgeon
Telephone Dearborn 2121; Local 633

DIXON..... A. F. MOORE, M. D.....District Surgeon
Office Telephone 82—Residence Telephone 1282.
May be called to any place between Nelson and Buda.

STERLING.....
C. G. BEARD, M. D.....Local Surgeon
Telephones, Office, 84; Residence, 313
F. W. BRODERICK.....Oculist
Phones Office 803; Residence 168W

BRADFORD..... J. E. SCHOLES.....Local Surgeon
Telephones—Office, 199-R 2; Residence, 199-R 3

PRINCEVILLE... M. G. CUTLER, M. D.....Local Surgeon
Telephone, No. 1

PEORIA..... C. P. STRAUSE, M. D.....Local Surgeon
Jefferson Building
Telephones, Office, 6911; Residence, 4-2250

PEKIN.....
N. D. CRAWFORD, M. D.....District Surgeon
Telephones, Office, 55; Residence, 1629
F. C. GALE, M. D.....Local Surgeon
Telephone, 531
RONALD C. WHERRY, M. D.....Local Surgeon
Telephones, Office, 1760; Residence, 1765
O. W. JOHNSON, M. D.....Local Surgeon
Telephone, Office, 62; Residence, 325-M

ATHENS..... T. F. HILL, M. D.....Local Surgeon
Telephones, Office, 28; Residence, 48

SPRINGFIELD.. DON DEAL, M. D.....Local Surgeon
Telephones, Office, 5421; Residence, 3-1234

MASON CITY... C. W. CARGILL, M. D.....Local Surgeon
Telephone 26-W

GIRARD..... H. E. FINNEY, M. D.....Local Surgeon
Telephones, Office 25; Residence, 26

GILLESPIE..... H. A. ENGH, M. D.....Local Surgeon
Telephone, 16R1

BENLD..... D. J. ZERBOLIO, M. D.....Local Surgeon
Telephone, Main 214

Illinois Terminal R. R. Freight schedules are shown below as information.

207 Daily	201 Daily		200 Daily	202 Daily
A.M.	P.M.		A.M.	A.M.
3:00	3:45	Benld	2:30	7:45
6:00	7:30	E. St. Louis	12:01	3:30
6:30	8:00	St. Louis	11:30	3:00
A.M.	P.M.		P.M.	A.M.

DIVISIONAL STAFF

ASSISTANT SUPERINTENDENT
J. H. KLINE
CHICAGO

TRAINMASTERS
C. J. CALHOUN
SOUTH PEKIN

J. F. CHARTERS
CHICAGO

ASSISTANT TRAINMASTER
H. B. SMITH
CHICAGO

CHIEF TRAIN DISPATCHER
R. G. BELL
SOUTH PEKIN

DISPATCHERS
J. S. PETERS A. C. MORSE J. H. COLLINS
J. H. ROGERS V. F. MOLITOR

MASTER MECHANIC
R. F. MICEL
PROVISO

ASSISTANT MASTER MECHANICS
L. A. HARDIN
SOUTH PEKIN

ROAD FOREMAN OF ENGINES
N. F. RICHTER
CHICAGO

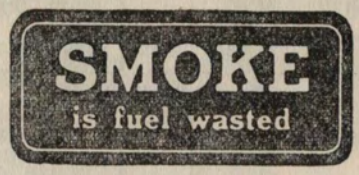
DIVISION ENGINEER
P. V. THELANDER
CHICAGO

ROADMASTERS
L. C. CAMPBELL
SOUTH PEKIN

R. E. MEYER
STERLING

DISTRICT CLAIM AGENT
O. J. ADAMSON
CHICAGO

SAFETY
CHICAGO
AND
NORTHWESTERN
LINE
FIRST


SMOKE
is fuel wasted

SAVE
COAL