

*JJ Herhusky*

# CHICAGO & NORTH WESTERN RAILWAY

## GALENA DIVISION SOUTHERN DISTRICT

# TIME TABLE

# No. 26

Effective Sunday, June 26, 1949

AT 12:01 O'CLOCK A. M.

CENTRAL TIME

For the Government and information of employees only.

L. B. KENDALL, General Manager

J. J. STEIN, General Superintendent

J. R. CANTWELL, Superintendent

**THINK-PRACTICE-TALK SAFETY**

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**THINK-PRACTICE-TALK SAFETY**

# Westward—Between Nelson and South Pekin—Eastward

| SECOND CLASS   |                           |                |               | Fuel Water, Wye and Turntable Stations | Distance from Nelson | Distance from Kickapoo                           | Communicating Office Open Week Days | Subdivision 1                                                                                                                                                        |                                               | Capacity of Siding      | SECOND CLASS   |                 |                        | Communicating Office Open Sundays |
|----------------|---------------------------|----------------|---------------|----------------------------------------|----------------------|--------------------------------------------------|-------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------|-------------------------|----------------|-----------------|------------------------|-----------------------------------|
| 381            | 93                        | 383            | Time Table 26 |                                        |                      |                                                  |                                     | 92                                                                                                                                                                   | 380                                           |                         | 386            |                 |                        |                                   |
| DAILY          | Tuesday Thursday Saturday | DAILY          |               |                                        |                      |                                                  |                                     | June 26, 1949                                                                                                                                                        |                                               | Monday Wednesday Friday | DAILY          | DAILY           |                        |                                   |
| P.M. —<br>2.00 | A.M. —<br>8.10            | A.M. —<br>1.00 | FW<br>TTY     | .....<br>.70                           | .....                | Continuous                                       |                                     | NELSON.....<br>70<br>YARD OFFICE.....<br>3.81<br>TOWER GO.....<br>2.36<br>VAN PETTEN.....<br>4.83<br>HAHNAMAN.....<br>2.91<br>TOWER WN.....<br>2.08<br>NORMANDY..... | .....<br>.....<br>.....<br>100<br>.....<br>86 | P.M. —<br>3.00          | P.M. —<br>2.00 | P.M. —<br>11.59 | Continuous             |                                   |
| 2.15           | 8.25                      | 1.15           |               | 4.51                                   | .....                | 7:00 a.m. to 4:00 p.m.                           | TWO<br>TRACKS                       | .....                                                                                                                                                                |                                               |                         |                |                 | 7:00 a.m. to 4:00 p.m. |                                   |
| 2.23           | 8.35                      | 1.23           |               | 6.87                                   | .....                |                                                  |                                     | .....                                                                                                                                                                |                                               |                         |                |                 |                        |                                   |
|                |                           |                |               | 11.70                                  | .....                | 8:45 a.m. to 5:45 p.m.                           |                                     | .....                                                                                                                                                                |                                               | 2.33                    | 1.49           | 11.51           |                        |                                   |
|                |                           |                |               | 14.61                                  | .....                |                                                  |                                     | .....                                                                                                                                                                | 100                                           | 2.23                    | 1.42           | 11.44           | Closed                 |                                   |
| 2.30           | 8.55                      | 1.33           |               | 16.69                                  | .....                | 8:00 p.m. to 4:00 a.m.<br>8:45 a.m. to 4:45 p.m. |                                     | .....                                                                                                                                                                | 86                                            | 1.50                    | 1.35           | 11.37           | 8:00 p.m. to 4:00 a.m. |                                   |
| 2.42           | 9.20                      | 1.46           | W             | 23.94                                  | .....                | 8:45 a.m. to 5:45 p.m.                           |                                     | .....                                                                                                                                                                | 77                                            | 1.35                    | 1.22           | 11.24           | Closed                 |                                   |
| 2.51           | 9.30                      | 1.57           |               | 30.24                                  | .....                |                                                  |                                     | .....                                                                                                                                                                |                                               | 1.25                    | 1.13           | 11.15           |                        |                                   |
| 3.00           | 9.40                      | 2.06           |               | 34.38                                  | .....                |                                                  |                                     | .....                                                                                                                                                                | 100                                           | 1.15<br>12.45           | 1.05           | 11.07           |                        |                                   |
|                |                           |                |               | 35.78                                  | .....                |                                                  |                                     | .....                                                                                                                                                                |                                               |                         |                |                 |                        |                                   |
| 3.10           | 9.50                      | 2.17           |               | 40.73                                  | .....                |                                                  |                                     | .....                                                                                                                                                                |                                               |                         |                |                 |                        |                                   |
| 3.20           | 10.01                     | 2.25           |               | 44.89                                  | .....                |                                                  |                                     | .....                                                                                                                                                                |                                               |                         |                |                 |                        |                                   |
| 3.35           | 10.15                     | 2.40           | FWY           | 46.73                                  | .....                | Continuous                                       | TWO<br>TRACKS                       | .....                                                                                                                                                                |                                               | 12.35                   | 12.54          | 10.56           |                        |                                   |
| 3.44           | 10.30                     | 2.49           |               | 51.33                                  | .....                | 7:00 a.m. to 4:00 p.m.                           |                                     | .....                                                                                                                                                                |                                               | 12.20                   | 12.46          | 10.48           |                        |                                   |
| 3.55           | 10.45                     | 3.00           |               | 57.81                                  | .....                | 8:45 a.m. to 5:45 p.m.                           |                                     | .....                                                                                                                                                                |                                               | 12.08                   | 12.42          | 10.42           | Continuous             |                                   |
| 4.05           | 11.00                     | 3.10           |               | 63.61                                  | .....                |                                                  |                                     | .....                                                                                                                                                                | 91                                            | 11.15                   | 12.35          | 10.30           | Closed                 |                                   |
| 4.20           | 11.20                     | 3.30           | W             | 72.05                                  | .....                | 6:00 p.m. to 3:00 a.m.                           |                                     | .....                                                                                                                                                                | 100                                           | 10.50                   | 12.20          | 10.15           | Closed                 |                                   |
| 4.39           | 11.40                     | 3.49           |               | 78.14                                  | .....                |                                                  | TWO<br>TRACKS                       | .....                                                                                                                                                                | 87                                            | 10.35                   | 12.10          | 10.05           |                        |                                   |
| 4.45           | 11.46                     | 3.55           |               | 80.29                                  | 0.00                 | Continuous                                       |                                     | .....                                                                                                                                                                |                                               | 10.15                   | 11.55          | 9.50            | 6:00 p.m. to 3:00 a.m. |                                   |
| 5.05           | 12.01                     | 4.01<br>4.10   | W             | 82.17                                  | .....                |                                                  |                                     | .....                                                                                                                                                                |                                               | 9.40                    | 11.25          | 9.20            |                        |                                   |
| 5.15           | 12.10                     | 4.20           |               | 83.16                                  | 2.87                 |                                                  |                                     | .....                                                                                                                                                                |                                               | 9.35                    | 11.20          | 9.15            | Continuous             |                                   |
|                |                           |                |               | 85.37                                  | 4.81                 |                                                  |                                     | .....                                                                                                                                                                | 126                                           | 9.30                    | 11.15          | 9.10            |                        |                                   |
|                |                           |                |               | 86.01                                  | 5.79                 |                                                  |                                     | .....                                                                                                                                                                |                                               |                         |                |                 |                        |                                   |
| 6.00<br>P.M.   | 1.00<br>P.M.              | 5.00<br>A.M.   | FW<br>TT      | 93.48                                  | 13.20                | Continuous                                       |                                     | .....                                                                                                                                                                |                                               | 8.30<br>A.M.            | 10.15<br>A.M.  | 8.15<br>P.M.    | Continuous             |                                   |
| DAILY          | Tuesday Thursday Saturday | DAILY          |               |                                        |                      |                                                  |                                     | .....                                                                                                                                                                |                                               | Monday Wednesday Friday | 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.

## COMMUNICATING OFFICES OPEN HOLIDAYS

|             |                        |
|-------------|------------------------|
| Yard Office | 7:00 a.m. to 4:00 p.m. |
| Broadmoor   | Continuous             |
| Kickapoo    | Continuous             |
| South Pekin | Continuous             |

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      |
| 50             | 1             | 12      |

# Westward—Between South Pekin and DeCamp—Eastward

| SECOND CLASS  |               |               | Fuel, Water, Wye and<br>Turntable Stations | Distance from South<br>Pekin | Distance from<br>Kickapoo | Communicating<br>Office Open<br>Week Days | Subdivision 2 |       | Capacity of Siding | SECOND CLASS  |  |            | Communicating<br>Office Open<br>Sundays and<br>Holidays |
|---------------|---------------|---------------|--------------------------------------------|------------------------------|---------------------------|-------------------------------------------|---------------|-------|--------------------|---------------|--|------------|---------------------------------------------------------|
| 381           | 383           | Time Table 26 |                                            |                              |                           |                                           | 380           | 386   |                    |               |  |            |                                                         |
| June 26, 1949 |               | DAILY         |                                            |                              |                           |                                           | DAILY         | DAILY |                    | DAILY         |  |            |                                                         |
| DAILY         | DAILY         |               |                                            |                              |                           |                                           |               |       |                    |               |  |            |                                                         |
| P.M.<br>6.30  | A.M.<br>5.30  | FWTT          | 0.0                                        | 13.20                        | Continuous                | ..... SOUTH PEKIN .....                   |               |       | A.M.<br>9.15       | P.M.<br>7.15  |  | Continuous |                                                         |
| 6.40          | 5.45          | .....         | 6.04                                       | 19.24                        |                           | ..... GREEN VALLEY .....                  |               |       | 8.47               | 7.00          |  |            |                                                         |
| 6.50          | 5.55          | .....         | 13.08                                      | 26.28                        | 7:15 a.m. to 4:15 p.m.    | ..... ALLEN .....                         |               | 75    | 8.37               | 6.50          |  | Closed     |                                                         |
| 7.12          | 6.07          | W             | 20.79                                      | 33.89                        |                           | ..... LUTHER .....                        |               | 75    | 8.22               | 6.40          |  | Closed     |                                                         |
| 7.18          | 6.13          |               | 25.15                                      | 38.35                        |                           | ..... HUBLY .....                         |               |       | 8.15               | 6.32          |  |            |                                                         |
| 7.29          | 6.24          |               | 30.73                                      | 43.93                        | 8:45 a.m. to 5:45 p.m.    | ..... SWEETWATER .....                    |               | 79    | 8.05               | 6.19          |  | Closed     |                                                         |
| 7.35          | 6.30          |               | 34.03                                      | 47.23                        |                           | ..... CULVER .....                        |               |       | 7.59               | 6.13          |  |            |                                                         |
| 7.42          | 6.37          |               | 37.25                                      | 50.45                        |                           | ..... BARR .....                          |               | 75    | 7.53               | 6.07          |  |            |                                                         |
| 7.45          | 6.40          | Y             | 38.19                                      | 51.39                        | Continuous                | ..... TOWER BX .....                      |               |       | 7.50               | 5.50          |  | Continuous |                                                         |
| 7.55          | 6.50          | W             | 44.58                                      | 57.78                        |                           | ..... SANGAMON .....                      |               |       | 7.16               | 5.35          |  |            |                                                         |
| 8.07          | 7.06          | .....         | 50.08                                      | 63.28                        |                           | ..... ARCHER .....                        |               | 75    | 7.06               | 5.23          |  |            |                                                         |
| 8.45          | 7.30          | F             | 57.47                                      | 70.67                        |                           | ..... LICK .....                          |               | 75    | 6.53               | 5.12          |  | Closed     |                                                         |
| 8.59          | 7.49          | .....         | 64.00                                      | 77.20                        |                           | ..... COMPRO .....                        |               | 38    | 6.41               | 5.01          |  |            |                                                         |
| 9.10          | 8.00          | Y             | 70.07                                      | 83.27                        | 7.00 a.m. to 4.00 p.m.    | ..... VIRDEN .....                        |               | 75    | 6.30               | 4.50          |  | Closed     |                                                         |
| 9.20          | 8.10          | W             | 74.18                                      | 87.38                        |                           | ..... GIRARD .....                        |               |       | 6.22               | 4.40          |  |            |                                                         |
| 9.45          | 8.35          |               | 86.65                                      | 99.85                        |                           | ..... WOMAC .....                         |               | 82    | 5.58               | 4.13          |  |            |                                                         |
|               |               |               | 95.18                                      | 108.38                       |                           | ..... TOWER ON .....                      |               |       |                    |               |  |            |                                                         |
| 10.45         | 9.00          | FWTT          | 98.45                                      | 111.65                       | Continuous                | ..... BENLD .....                         |               | 120   | 5.30               | 3.45          |  | Continuous |                                                         |
| 11.30         | 9.45          |               |                                            |                              |                           | ..... MINE 4 SWITCH .....                 |               |       | 4.30               | 2.45          |  |            |                                                         |
| 11.40         | 9.54          | .....         | 100.29                                     | 113.49                       |                           | ..... MINE 14 SWITCH .....                |               |       | 4.15               | 2.40          |  |            |                                                         |
| 11.45         | 9.59          |               | 102.95                                     | 116.15                       |                           | ..... DECAMP .....                        |               |       | 4.10               | 2.31          |  |            |                                                         |
| 11.50         | 10.10         |               | 106.0                                      | 119.21                       | Continuous                | ..... EAST ST. LOUIS .....                |               |       | 4.00               | 2.20          |  | Continuous |                                                         |
| P.M.<br>1.30  | A.M.<br>11.45 |               | From Benld<br>41.1                         |                              |                           |                                           |               |       | A.M.<br>2.30       | P.M.<br>12.45 |  |            |                                                         |
| DAILY         | DAILY         |               |                                            |                              |                           |                                           |               |       | DAILY              | DAILY         |  |            |                                                         |

No. 383 IS SUPERIOR TO ALL TRAINS.

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.

## TONNAGE RATINGS

| DISTRICT                                                      | Class or Engine |      |      |      |
|---------------------------------------------------------------|-----------------|------|------|------|
|                                                               | Z               | JS   | JA   | J4   |
| Benld to So. Pekin                                            | 5495            | 6655 | 6975 | 8450 |
| So. Pekin or Adams St. to Radnor (Single)                     | 2035            | 2335 | 2445 | 2750 |
| So. Pekin or Adams St. to Storage (Class J4 helper to Radnor) | 4065            | 4670 | 4895 | 5500 |
| Storage to Nelson                                             | 5720            | 6930 | 7260 | 8800 |
| Nelson to So. Pekin                                           | 1885            | 2335 | 2445 | 2900 |
| So. Pekin to Benld                                            | 2405            | 2990 | 3135 | 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.

|                                                 | Diesel Horse Power |      |       |
|-------------------------------------------------|--------------------|------|-------|
|                                                 | 1350               | 2700 | 4050  |
| Benld to South Pekin                            | 4167               | 8334 | 12500 |
| South Pekin to Radnor Single                    | 1337               | 2674 | 4011  |
| South Pekin or Adams St. to Storage with Helper | 5348               | 6685 | 8022  |
| Storage to Yard Office                          | 4000               | 8000 | 12000 |
| Yard Office to Adams St. or South Pekin         | 1750               | 3500 | 5250  |
| South Pekin to Benld                            | 2000               | 4000 | 6000  |

# SPEED RESTRICTIONS

| LOCATION                                                                                                                 | Restrictions   | LOCATION                                                                                                                                                  | Restrictions   |
|--------------------------------------------------------------------------------------------------------------------------|----------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|
|                                                                                                                          | Speed Per Hour |                                                                                                                                                           | Speed Per Hour |
|                                                                                                                          | All Trains     |                                                                                                                                                           | All Trains     |
| <b>BETWEEN NELSON AND SOUTH PEKIN</b>                                                                                    |                | <b>BETWEEN NELSON AND SOUTH PEKIN—Continued</b>                                                                                                           |                |
| Maximum speed—Miles per Hour:                                                                                            |                | M.P. 80.3—Over interlocking, Kickapoo.....                                                                                                                |                |
| All trains.....                                                                                                          | 50             | Straight Route...                                                                                                                                         | 30             |
| M.P. 2.9—Over spring switch at west end of double track.....                                                             | 30             | Diverging Route..                                                                                                                                         | 25             |
| M.P. 3.5—At Eastward approach signal for spring switch.....                                                              | 30             | M.P. 0.0 to M.P. 2.9—Between interlocking, Kickapoo, and Keystone switch.....                                                                             | 30             |
| M.P. 3.5 to M.P. 5.3—Between Westward and Eastward approach signals, C. B. & Q. interlocking, Tower GO.....              | 40             | M.P. 2.9 to M.P. 4.8—Between Keystone switch and Tuscarora.....                                                                                           | 20             |
| M.P. 13.5 to M.P. 15.7—Between Westward and Eastward approach signals, C. B. & Q. interlocking, Tower WN.....            | 40             | M.P. 4.8 to M.P. 5.6—Between Tuscarora and Hollis                                                                                                         | 30             |
| M.P. 17.4 to M.P. 19.4—Between west switch, Normandy, and 2 miles west.....                                              | 35             | M.P. 5.7—Over P. T. R. R. crossing, Hollis.....                                                                                                           | 10             |
| M. P. 29.0 to M. P. 33.0—Between east end of curve, 1.3 mile east of Langley and 2.7 miles west of Langley.....          | 35             | 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. 33.0 to M. P. 35.6—Between 2.7 miles west of Langley and Tower UD.....                                             | 35             | M.P. 8.7 to M.P. 9—Over Bridge No. 1731, Illinois River.....                                                                                              | 25             |
| Eastward.....                                                                                                            | 40             | M.P. 9.0 to M.P. 9.6—Between Eastward approach and home signals, Bridge No. 1731, Illinois River                                                          | 25             |
| Westward.....                                                                                                            | 40             | Eastward...                                                                                                                                               | 35             |
| M.P. 34.8 to M.P. 35.6—Between Westward approach signal and home signal, C. B. & Q. interlocking, Tower UD Westward..... | 40             | 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. 35.6 to M.P. 35.8—Between home signals, C. B. & Q. Interlocking, Tower UD.....                                      | 35             | M.P. 12.5—Over spring switch, east end of yard at South Pekin.....                                                                                        | 25             |
| M.P. 35.8 to M.P. 44.4—Between Tower UD and Storage.....                                                                 | 35             | Eastward...                                                                                                                                               | 10             |
| M.P. 44.4—Over spring switch east end of two tracks, Storage.....                                                        | 25             | Westward...                                                                                                                                               | 10             |
| M.P. 46.8 to M.P. 47.5—Around curve at penstock to west end of two tracks, Broadmoor... Westward...                      | 25             | <b>BETWEEN SOUTH PEKIN AND BENLD</b>                                                                                                                      |                |
| Eastward...                                                                                                              | 40             | Maximum Speed—Miles per Hour                                                                                                                              |                |
| M.P. 47.5—Over spring switch, west end two tracks, Broadmoor.....                                                        | 30             | All Trains.....                                                                                                                                           | 45             |
| Westward...                                                                                                              | 25             | M.P. 14.5—Over spring switch, west end of yard, South Pekin.....                                                                                          | 10             |
| M.P. 47.5 to M.P. 51.3—Between west end two tracks, Broadmoor, and Camp Grove.....                                       | 35             | M.P. 15.0—At Eastward approach signal, 2800 feet west of spring switch, west end of yard, South Pekin.....                                                | 30             |
| M.P. 47.7—At Eastward approach signal for spring switch.....                                                             | 30             | Eastward...                                                                                                                                               | 30             |
| M.P. 51.3 to M.P. 57.8—Between Camp Grove and Speer.....                                                                 | 40             | M.P. 33.1 to M.P. 34.2—Between Westward approach signal and over crossing, I. C. interlocking, Luther                                                     | 40             |
| M.P. 70.8 to M.P. 71.6—Between signal 141 to and over spring switch, east end of two tracks, Radnor Westward.....        | 30             | M.P. 38.4 to M.P. 43.4—Between switch, Hubly, and 1 mile east of Sweetwater.....                                                                          | 25             |
| M.P. 71.6—Over spring switch, east end of two tracks, Radnor.....                                                        | 25             | Eastward...                                                                                                                                               | 25             |
| M.P. 71.6 to 78.6—Between east end of two tracks, Radnor, and west end of two tracks, Limestone... Eastward...           | 35             | M.P. 50.4 to M.P. 59.5—Between Barr and 1.7 miles west of Sangamon.....                                                                                   | 35             |
| Westward...                                                                                                              | 20             | M.P. 50.6 to M.P. 52.1—Between Westward and Eastward approach signals, C. & I. M. interlocking, Tower BX.....                                             | 30             |
| M.P. 78.6—Over remote control switch, west end of two tracks, Limestone.....                                             | 30             | M. P. 60.5 to M. P. 61, Bridge 1863.....                                                                                                                  | 25             |
| Westward...                                                                                                              | 25             | M. P. 94.2 to M. P. 96.8—Standard City to Bridge No. 1956, three miles east of Womac.....                                                                 | 40             |
| M.P. 78.6 to M.P. 79.3—Between remote control switch, west end two tracks, Limestone and signals 158 and 159.....        | 30             | 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.....                         | 30             |
|                                                                                                                          |                | M. P. 97.2 to M. P. 108.2—Between west end of two degree curve west of Bridge No. 1956, east of Womac and C. C. C. & St. L. interlocking, Tower "ON"..... | 40             |
|                                                                                                                          |                | M.P. 108.2—Between approach and home signals at C. C. C. & St. L. interlocking, Tower "ON".....                                                           | 20             |
|                                                                                                                          |                | M. P. 108.2 to M. P. 111.6—Between C. C. C. & St. L. interlocking, Tower "ON" and Benld.....                                                              | 20             |
|                                                                                                                          |                | <b>BETWEEN BENLD AND DECAMP</b>                                                                                                                           |                |
|                                                                                                                          |                | Maximum Speed—Miles per Hour                                                                                                                              |                |
|                                                                                                                          |                | All Trains.....                                                                                                                                           | 25             |
|                                                                                                                          |                | M.P. 119.2—Between home signals, I. T. R. R.—Wabash interlocking, DeCamp.....                                                                             | 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.

Class J-4 engines will be operated at speeds not in excess of 35 miles per hour.

Class J4 and Diesel engines must not be operated on tracks 15 and 16 Benld Yard, and Class JA and JS engines must not exceed a speed of 5 MPH on these tracks, and be prepared to stop short of obstruction.

Trains handling iron ore loaded in ore cars will not exceed 25 miles per hour. Trains handling iron ore loaded in gondola or hopper cars will not exceed 35 miles per hour.

Trains handling poles or lumber loaded in open top cars will not exceed a speed of 30 MPH.

Instructions governing movement of dead engines in trains as follows:

Steam switch engines with side rods 20 M.P.H. \*without side rods 15 miles per hour.

Steam road engines with side rods 30 M.P.H. \*without side rods 15 miles per hour.

44 ton Diesel Switchers 25 M.P.H.

Diesel switchers larger than 44 tons 35 M.P.H.

Road Freight Diesels Time card speed for Freight Trains Road

Passenger Diesels Time Card Speed for Passenger Trains.

\*Except by orders of the Superintendent, engines must not be hauled without side rods."

Steam wrecking outfits, pile driver outfits, locomotive cranes, and derricks must not be handled at a speed exceeding 25 MPH.

Streamliner type trains and gas or diesel electric motor trains and engines must not be run over inundated tracks if the water is more than three inches above top of rail, and when operating through water speed must not exceed 5 MPH and will be governed by Rules 101 and 708.

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. 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 and must carefully observe the operation of trains whenever handling cars of this type.

**Emergency Red Head-Lights** Enginemen operating locomotives equipped with either oscillating or non-oscillating emergency headlights will be governed by the following instructions:

In every case where the air brakes are applied from any cause other than in normal operation by the engineman, or when the engineman finds it necessary to stop his train, due to some defect or under circumstances which might cause derailment thereby fouling the adjacent main track, engineman will immediately turn on the red emergency light, and when this is done, enginemen on approaching trains on adjacent tracks will take notice and immediately bring their train to a stop, and proceed only after finding track clear. These instructions are applicable at all times, both day and night. This emergency headlight must not be used for any other purpose.

Locomotives having Mars emergency red oscillating signal light equipped with an automatic air pressure switch will automatically turn the red light on

and the standard white light off when the trainline air pressure is reduced below 40 pounds for any reason.

Whenever the red light is automatically turned on, due to a reduction of trainline pressure, and it is definitely known the track or tracks are not obstructed or that approaching trains have been stopped, enginemen may release train brakes in the usual manner, after which it will be necessary to pull the reset button on air pressure switch before the red light can be extinguished and the standard white headlight again used.

This automatic feature in no way interferes with the manual operation of the red headlight.

The operation and use of this device will not in any way relieve enginemen from complying with the last paragraph of Rule 102.

General Rules Governing Employees 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.

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. Employees 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 employees 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

Yard Office

So. Pekin

Benld

##### ENGINEMEN

Nelson

So. Pekin

Benld

#### FREIGHT TRAIN INSPECTION—EASTWARD

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

#### FREIGHT TRAIN INSPECTION—WESTWARD

Broadmoor or Storage, either standing or running; Sangamon or Archer.

Trains in both directions will, on instructions of train dispatcher, make inspection at Barr or Lick, instead of at Sangamon or Archer.

## 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.

## 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 12. Telephones are located as follows, connecting with Dispatchers Locations 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.  
Akron—In Booth near tool house west side of track.  
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—On pole, 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.  
Luther—In Shanty between penstock and west 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.  
Lick—In Shanty attached to west side of tool house.  
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 and Virden, and in waiting rooms at Hannaman 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. & N. W.                    | Kickapoo.                       |
| P. T., C. B. & Q., P. & P. U. | Peoria Junction.                |
| Illinois River                | 4.40 miles east of South Pekin. |
| C. & I. M.                    | Tower BX.                       |
| I. T. R. R., No. 3 Mine Track | Benld.                          |

Railroad Crossings The following crossings are interlocked and Rules 601A to 672, inclusive, amended, will be observed. If clear indication is given the engine or leading car must not exceed the speed as indicated between home signals:

|                                  | Miles per Hour |
|----------------------------------|----------------|
| C. B. & Q.                       | 40             |
| C. B. & Q.                       | 40             |
| C. B. & Q.                       | 35             |
| I. C.                            | 40             |
| C. C. C. & St. L.                | 20             |
| I. T. R. R. and Wabash at DeCamp | 20             |

In addition to observing Rules 601A to 672, inclusive, amended, all trains will approach the signal and gate protected railroad crossing shown below at restricted speed. If clear indication is given the engine or leading car must not exceed the speed as indicated between home signals:

|                                             | Miles per Hour |
|---------------------------------------------|----------------|
| P. T. R. R.                                 | 10             |
| Crossing 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<br>Top of Rail |                |                | Structure Limiting Height                                                     |
|------------------------|-----------------------------|----------------|----------------|-------------------------------------------------------------------------------|
|                        | 9 ft.<br>wide               | 10 ft.<br>wide | 11' 6"<br>wide |                                                                               |
| Nelson and Broadmoor   | 18 ft. 9 in.                | 18 ft. 2 in.   | 17 ft. 3 in.   | O. R. Br. 1484½ at Buda and Tanks at Manlius and Broadmoor.                   |
| Broadmoor and Kickapoo | 17 ft. 4 in.                | 17 ft. 4 in.   | 2 ft.          | O. R. Br. 1558½ E. of Akron and Tanks at Broadmoor and Radnor.                |
| Kickapoo and Peoria    | 20 ft. 3 in.                | 20 ft. 3 in.   | 3 ft.          | O. R. Br. 1632½ W. of Kickapoo.                                               |
| Kickapoo and Lick      | 18 ft. 11 in.               | 18 ft. 7 in.   | 2 ft.          | O. R. Br. 1783 W. of Allen and Tank at Sangamon.                              |
| Lick and Benld         | 20 ft. 1 in.                | 19 ft. 7 in.   | 9 ft.          | Tank at Benld.                                                                |
| Benld and DeCamp       | 20 ft. 2 in.                | 19 ft. 7 in.   | 9 ft.          | 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     | J. Roscoe Miller                                     | Medical Director |
| DIXON       | A. F. Moore, M. D.                                   | District Surgeon |
|             | (Phones: Offices 82—Res. 1282)                       |                  |
|             | (May be called to any place between Nelson and Buda) |                  |
| STERLING    | C. G. Beard, M. D.                                   | Local Surgeon    |
|             | Phones: Offices 84, Res. 313.                        |                  |
|             | F. W. Broderick                                      | Oculist          |
|             | Phones: Offices 803, Res. 168-W.                     |                  |
| BRADFORD    | J. E. Scholes, M. D.                                 | Local Surgeon    |
|             | Phone: 199 R-2.                                      |                  |
| PRINCEVILLE | M. G. Cutler, M. D.                                  | Local Surgeon    |
|             | Phone No. 1.                                         |                  |
| PEORIA      | R. Sutton, M. D.                                     | Local Surgeon    |
|             | 709 Lehman Bldg., Ph.-Office 42611, Res. 35054.      |                  |
|             | N. D. Crawford, M. D.                                | District Surgeon |
|             | Phones: Office 55, Res. 1629                         |                  |
| PEKIN       | R. C. Wherry, M. D.                                  | Local Surgeon    |
|             | Phones: Office 1760, Res. 1765.                      |                  |
|             | O. W. Johnson, M. D.                                 | Local Surgeon    |
|             | Phones: Office 62, Res. 325-M.                       |                  |
| ATHENS      | T. F. Hill, M. D.                                    | Local Surgeon    |
|             | Phones: Office 28, Res. 48.                          |                  |
| SPRINGFIELD | Don Deal, M. D.                                      | Local Surgeon    |
|             | Phones 5421, Res. 3-1234.                            |                  |
| GIRARD      | H. E. Finley, M. D.                                  | Local Surgeon    |
|             | Phones: Office 25, Res. 26.                          |                  |
| GILLESPIE   | H. A. Engh, M. D.                                    | Local Surgeon    |
|             | Phone: 16-R-1.                                       |                  |
| BENLD       | D. J. Zerbolio, M. D.                                | Local Surgeon    |
|             | Phone: Main 214.                                     |                  |

**DIVISIONAL STAFF**

**ASSISTANT SUPERINTENDENT**

H. R. BEISEL,  
Chicago

**TRAINMASTERS**

J. W. ALSOP  
South Pekin

A. F. HOYE  
Chicago

**ASSISTANT TRAINMASTER**

H. F. FISHER  
Sterling

**CHIEF TRAIN DISPATCHER**

R. G. BELL  
South Pekin

**DISPATCHERS**

J. S. PETERS  
J. H. ROGERS

A. C. MORSE  
V. F. MOLITOR

J. H. COLLINS  
V. F. MOLITOR

**MASTER MECHANIC**

R. F. MICEL  
Proviso

**ROAD FOREMAN OF ENGINES**

E. F. KOEPKE, Chicago Shops  
L. V. LEAVITT  
Proviso

W. G. RAUSCHKE  
So. Pekin

**DIVISION ENGINEER**

C. E. HISE  
Chicago

**ROADMASTERS**

L. C. CAMPBELL  
South Pekin

A. E. BENSON  
Sterling

**DISTRICT CLAIM AGENT**

C. J. LYMAN  
Clinton

**SMOKE**

is fuel wasted

**SAVE  
COAL**