G. L. KENNEDY, Trainmaster.....Chillicothe, Ill.
J. E. LYNCH, Trainmaster.....Shopton, Ia.
P. J. WHITE, Chief Dispatcher.....Shopton, Ia.
T. O'TOOLE, Asst. Chief Dispatcher.....Shopton, Ia.
H. R. BEAUMONT, Asst. Chief Dispatcher.....Shopton, Ia.
C. C. POLHANS, Asst. Chief Dispatcher.....Shopton, Ia.

TRAIN DISPATCHERS—SHOPTON, IA.

E. G. MEYER.	J. H. HORAN.	G. M. HOBACK.
H. D. FOSTER.	L. C. WALKER.	R. G. BUCKINGHAM.
N. L. BARNES.	P. M. BUCKINGHAM.	A. D. ROOF.
W. R. BABB.	C. R. MACHEN.	H. A. MILLER.
S. A. HISE.	M. A. BARBER.	J. D. HUNTER.
H. E. McCORMICK.	D. W. TEEL.	B. D. COTTER.
R. W. CRUZE.	H. D. SPICER.	M. J. MERDIAN.
A. MATHISEN.	L. E. REHBEIN.	

G. W. SEARS, Trainmaster.....Corwith, Ill.
N. L. MINNIX, Trainmaster.....Corwith, Ill.
F. M. WARD, Asst. Trainmaster.....Chicago, Ill.

H. C. WHITTAKER, Asst. Superintendent.....Argentine, Kans.
W. A. GOSSETT, Passenger Trainmaster.....Kansas City, Mo.
V. K. WOODSIDE, Asst. Psgr. Trainmaster...Kansas City, Mo.
H. E. HODGINS, Trainmaster.....Argentine, Kans.
C. R. ROSE, Trainmaster.....Argentine, Kans.
H. E. PHILLIPS, Asst. Trainmaster.....Argentine, Kans.
J. V. NEELY, Asst. Trainmaster.....Argentine, Kans.

AVOID DAMAGE — SWITCH CUSTOMERS CARS CAREFULLY

OVERSPEED Couplings are **DAMAGING** - Here's what happens:

	SAFE COUPLING SPEED
4 miles per hour □	
5 miles per hour □—	Damage Begins
6 miles per hour □——	2¼ times as damaging as 4 MPH
7 miles per hour □———	3 times as damaging as 4 MPH
8 miles per hour □————	4 times as damaging as 4 MPH
9 miles per hour □—————	5 times as damaging as 4 MPH
10 miles per hour □——————	6 times as damaging as 4 MPH

Damage to freight or car can be avoided by always keeping coupling speed within the safe range — **NOT OVER 4 MILES PER HOUR—A BRISK WALK.**

HANDLE FREIGHT CAREFULLY AND KEEP OUR CUSTOMERS.

IT'S EVERYBODY'S JOB ON THE SANTA FE!

SPEED TABLE.

Table of speeds (minutes and seconds per mile, in terms of miles per hour).

Time Per Mile Min.	Sec.	Miles Per Hour	Time Per Mile Min.	Sec.	Miles Per Hour	Time Per Mile Min.	Sec.	Miles Per Hour
..	36	100	..	58	62.1	1	40	36.0
..	37	97.3	..	59	61.0	1	42	35.3
..	38	94.7	1	..	60.0	1	44	34.6
..	39	92.3	1	02	58.0	1	46	34.0
..	40	90.0	1	04	56.2	1	48	33.3
..	41	87.8	1	06	54.5	1	50	32.7
..	42	85.7	1	08	52.9	1	52	32.1
..	43	83.7	1	10	51.4	1	54	31.6
..	44	81.8	1	12	50.0	1	56	31.0
..	45	80.0	1	14	48.6	1	58	30.5
..	46	78.3	1	16	47.4	2	..	30.0
..	47	76.6	1	18	46.1	2	05	28.8
..	48	75.0	1	20	45.0	2	10	27.7
..	49	73.5	1	22	43.9	2	15	26.7
..	50	72.0	1	24	42.9	2	30	24.0
..	51	70.6	1	26	41.9	2	45	21.8
..	52	69.2	1	28	40.9	3	..	20.0
..	53	67.9	1	30	40.0	3	30	17.1
..	54	66.6	1	32	39.1	4	..	15.0
..	55	65.5	1	34	38.3	4	30	13.3
..	56	64.2	1	36	37.5	5	..	12.0
..	57	63.2	1	38	36.8	6	..	10.0

The Atchison, Topeka and Santa Fe Railway Co.

EASTERN LINES
Eastern District

ILLINOIS DIVISION

TIME TABLE NO.

97

A.T. & S.F. RY. CO.
RECEIVED
AUG 24 1956
Passenger Dept.
SAN FRANCISCO
CALIF.

IN EFFECT

Sunday, September 2, 1956

At 12:01 A. M.
Central Standard Time.

This Time Table is for the exclusive use and guidance of Employes.

J. N. LANDRETH,
General Manager,
Topeka, Kansas.

J. B. NOE,
Asst. General Manager,
Topeka, Kansas.

R. J. YOST,
Superintendent,
Shopton, Iowa.

R. D. CLOUSING,
Superintendent,
Chicago, Illinois.

E. R. ROBERTSON,
Superintendent,
Argentine, Kansas.

Hall 5 56 7500 305

Timetable 96 eff 22 July 1956
ends at Shopton
98 eff 30 Sept 1956

SIGNAL SYSTEM ONE IN EFFECT:

Interlockings M.P. 3.1, Joliet U.S., Plaines, Verona, Ancona, Toluca and Chillicothe.

SIGNAL SYSTEM TWO IN EFFECT:

Stewart Ave. to Chillicothe, except Interlockings M.P. 3.1, Joliet U.S., Plaines, Verona, Ancona, Toluca and Chillicothe.

RULE 251 IN EFFECT:

Stewart Ave. to Interlocking M.P. 3.1, and Joliet U.S. to Pequot.

RULE 261 IN EFFECT:

On Main Tracks Interlocking M.P. 3.1 to Joliet U.S. and Pequot to Chillicothe.

Trains must secure numbered clearance cards before leaving originating stations, except from Pekin District at Ancona.

Between Chicago and C.& W.I. Jct. be governed by C.& W.I. Timetable, Rules and Regulations.

Between Stewart Ave. Crossing and Panhandle Crossing, A.T.& S.F. trains may use I.C. Main Tracks with the current of traffic on signal indication from Stewart Ave. Crossing westward; on hand signals from the Switchtender from Panhandle Crossing eastward; and on signal indication in either direction with the current of traffic from Interlocking M.P. 3.1. These tracks are in Yard Limits (see Rule 93) and protection per Rule 99 must be provided.

Movement through slip switches east of Panhandle Crossing may be made only on hand signal from Switchtender with yellow flag or yellow light.

Main Track No. 3 between Kernan and M.P. 88.8 is south of Eastward Main Track. Trains have no Time Table superiority.

WESTWARD. First Class.

7	13	9	17	15	21	1	123	11	19	TIME TABLE No. 97, September 2, 1956.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Siding Capacity 50 ft. Per Car.
Fast Mail-Express.	Passenger.	Kansas City Chief.	Super Chief.	Texas Chief.	El Capitan.	San Francisco Chief.	The Grand Canyon.	The Kansas Cityan.	The Chief.				
Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	STATIONS.			
PM 11.55	PM 11.10	PM 10.00	PM 7.00	PM 6.00	PM 5.45	PM 4.01	PM 12.01	AM 9.45	AM 9.00	**CHICAGO.** YL	0	FT	
— AM —										1.3			
12.01	11.15	10.05	7.05	6.05	5.50	4.06	12.06	9.50	9.05	C. & W. I. Jct.	79.2		
										0.1			
										Stewart Ave. Crossing.	26.4		
12.08	11.22	10.12	7.12	6.11	5.57	4.13	12.13	9.56	9.11	3.0			
										Panhandle Crossing.	35.8		
										1.5			
										I.N. Crossing.			
										CORWITH. YL	0	FY	
										1.4			
										Chicago Belt Crossing.			
12.11	11.25	10.16	7.15	6.15	6.00	4.16	12.16	10.00	9.15	NERSKA. YL	0		
										5.5			
12.16	f11.32	10.21	7.21	6.20	6.06	4.22	12.24	10.05	9.20	McCOOK.			E 126 W 76
										B. & O. C. T. Crossing.	0		
										4.6			
12.21	f11.38	10.25	7.28	6.25	6.11	4.27	12.30	10.10	9.25	WILLOW SPRINGS.	0		E 190 W 78
										7.7			
12.29	f11.47	10.33	7.36	6.32	6.19	4.35	12.39	10.17	9.32	LEMONT.	0		
										4.2			
12.34	f11.51	10.38	7.41	6.36	6.24	4.40	12.43	10.21	9.36	ROMEO.	0		W 71
										3.4			
12.37	f11.55	10.42	7.45	6.39	6.27	4.43	12.47	10.24	9.39	LOCKPORT.			
										3.5	10.6		
	— AM —									JOLIET YARD. YL		FT	
										1.3	10.6		
12.45	s12.05	s10.50	7.53	s 6.45	s 6.35	s 4.50	s12.55	s10.30	s 9.45	JOLIET U. S. YL			
										C. R. I. & P. Crossing.	0		
12.49	12.10	10.55	7.57	6.49	6.39	4.54	1.00	10.34	9.49	4.0			
										PLAINES.	15.8		W 98
										6.6			
										DRUMMOND.	6.1		
										4.6			
12.58	f12.20	11.05	8.06	6.58	6.48	5.03	1.10	10.43	9.58	LORENZO.			E 56 W 89
										4.4	9.1		
1.02	12.24	11.09	8.10	7.02	6.52	5.07	1.14	10.47	10.02	PEQUOT.			
										1.0	8.7		
	s12.28	f11.13								COAL CITY.			
										7.9	10.2		
	f12.36									MAZON.			
										4.7	15.8		
1.12	f12.41	11.27	8.21	7.12	7.02	5.17	1.26	10.57	10.12	VERONA.			E 102 W 103
										4.0	13.7		
	f12.46									KINSMAN.			
										5.0	15.8		
	f12.51									RANSOM.			E 25
										4.6	0		
1.22	f12.55	11.37	8.31	7.22	7.12	5.27	1.38	11.07	10.22	KERNAN.			E 14
										5.2	0		
1.30	s 1.05	s11.50	8.40	s 7.30	7.20	5.35	s 1.50	s11.15	10.30	**STREATOR.** YL		FT	
										0.2	0		
										GM&O & NYC Crs'g.			
										0.4	10.1		
										Wabash Crossing.			
										3.7	0		
	f 1.09									MOON.			
										1.9	0		
1.37	f 1.12	11.59	8.46	7.37	7.27	5.42	1.58	11.22	10.37	ANCONA.			
										6.3	15.8		
	f 1.17	— AM —								LEEDS.			
										7.8	26.4		
1.47	s 1.28	f12.15	8.57	7.47	7.37	5.52	2.10	11.32	10.47	TOLUCA.			W 87
										6.0	0		
	f 1.35									LA ROSE.			
										4.9	0		
1.55	f 1.40	12.24	9.06	7.56	7.46	6.01	2.20	11.41	10.56	WILBERN.			
										9.1	26.4		
s 2.05 AM	s 1.50 AM	s12.35 AM	9.15 PM	s 8.05 PM	7.55 PM	6.10 PM	s 2.30 PM	s11.50 AM	11.05 AM	YL **CHILLICOTHE.**		FT	
Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	(129.8)			
59.9	48.7	50.2	57.7	62.3	59.9	60.4	52.3	62.3	62.3	Average speed per hour.			

AUTOMATIC BLOCK SYSTEM — TWO TRACKS — C&W.I.Ry.

AUTOMATIC TRAIN CONTROL — 3 Tracks — TWO TRACKS

Communications.	Mile Post.	Ruling Grade Ascending.	TIME TABLE No. 97, September 2, 1956.	EASTWARD. First Class. 8	10	22	16	14	2	18	124	20	12
				Fast Mail-Express.	Kansas City Chief.	El Capitan.	Texas Chief.	Passenger.	San Francisco Chief.	Super Chief.	The Grand Canyon.	The Chief.	The Chicagoan.
			STATIONS.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.
C			**CHICAGO.** YL (C.&W.I.Ry.)	AM 4.30	AM 7.30	AM 7.15	AM 9.00	PM 12.10	PM 12.20	PM 12.30	PM 2.30	PM 3.30	PM 8.00
		0	1.3										
	1.3		C. & W. I. Jct.	4.25	7.25	7.10	8.55	12.05 PM	12.15	12.25	2.25	3.25	7.55
		79.2	0.1										
	1.4		Stewart Ave. Crossing.										
		26.4	3.0										
	4.4		Panhandle Crossing.	4.10	7.14	6.53	8.44	11.50	12.03 PM	12.14	2.14	3.14	7.44
		0	1.5										
C	5.9		I.N. Crossing. **CORWITH.** YL					f					
		0	1.4										
C	7.3		Chicago Belt Crossing. NERSKA. YL	4.06	7.10	6.50	8.40	11.45	11.59	12.10	2.10	3.10	7.40
		0	5.5										
C	12.8		McCOOK. B. & O. C. T. Crossing.	3.57	7.02	6.41	8.32	s11.35	11.52	12.02 PM	2.02	3.02	7.32
		0	4.6										
C	17.4		WILLOW SPRINGS.	3.51	6.56	6.35	8.26	s11.27	11.46	11.56	1.56	2.56	7.27
		0	7.7										
C	25.1		LEMONT.	3.43	6.48	6.29	8.18	s11.14	11.38	11.48	1.48	2.48	7.19
		13.7	4.2										
C	29.3		ROMEO.	3.37	6.42	6.23	8.12	f11.06	11.32	11.42	1.42	2.42	7.14
		10.6	3.4										
C	32.7		LOCKPORT.	3.33	6.38	6.19	8.08	s11.00	11.28	11.38	1.38	2.38	7.11
		10.6	3.5										
C	36.2		JOLIET YARD. YL										
		10.6	1.3										
C	37.5		JOLIET U. S. YL C.R.I. & P. Crossing.	3.25	s 6.30	s 6.10	s 8.00	s10.50	s11.20	11.30	s 1.30	s 2.30	s 7.05
		15.8	4.0										
C	41.5		PLAINES.	3.17	6.19	6.04	7.52	10.42	11.12	11.24	1.22	2.22	6.57
		14.5	6.6										
	48.2		DRUMMOND.					f10.34					
		9.9	4.6										
B	52.8		LORENZO.	3.05	6.05	5.52	7.40	f10.29	11.02	11.12	1.12	2.12	6.47
		0	4.4										
C	57.2		PEQUOT.	3.00	6.00	5.48	7.35	10.24	10.58	11.08	1.08	2.08	6.43
		0	1.0										
C	58.2		COAL CITY.		s 5.56			s10.21					
		4.7	7.9										
C	66.1		MAZON.	2.52				s10.11					
		0	4.7										
C	70.8		VERONA.	2.48	5.44	5.37	7.23	s10.03	10.47	10.57	12.57	1.57	6.33
		0	4.0										
C	74.8		KINSMAN.					s 9.56					
		0	5.0										
C	79.8		RANSOM.	2.41				s 9.48					
		15.8	4.6										
C	84.4		KERNAN.	2.36	5.31	5.25	7.11	s 9.40	10.36	10.45	12.46	1.46	6.21
		15.8	5.2										
C	89.6		**STREATOR.** YL	s 2.30	s **5.20** 22	**5.20** 10	s 7.05	s 9.30	10.30	10.40	s12.40	1.40	s 6.15
			0.2										
	89.8		GM&O & NYC Crs'g.										
		0	0.4										
C	90.2		Wabash Crossing.										
		0	3.7										
	93.9		MOON.					f 9.16					
		0	1.9										
B	95.8		ANCONA.	2.21	5.07	5.10	6.56	s 9.13	10.21	10.30	12.31	1.31	6.06
		0	6.3										
B	102.1		LEEDS.					f 9.05					
		21.1	7.8										
C	109.9		TOLUCA.	2.10	4.56	4.59	6.45	s 8.56	10.10	10.19	12.20	1.20	5.55
		25.2	6.0										
C	116.0		LA ROSE.					s 8.48					
		26.4	4.9										
B	120.9		WILBERN.	2.00	4.45	4.49	6.35	f 8.40	10.00	10.09	12.10 PM	1.10	5.45
		26.4	9.1										
C	130.0		**CHILLICOTHE.** YL	1.50 AM	4.35 AM	4.40 AM	6.25 AM	8.30 AM	9.50 AM	10.00 AM	11.59 AM	1.00 PM	5.35 PM
			(129.8)	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.
			Average speed per hour.	48.7	44.5	50.2	50.2	35.4	51.9	51.9	51.6	51.9	53.7

AUTOMATIC BLOCK SYSTEM — TWO TRACKS

AUTOMATIC TRAIN CONTROL — 3 Tracks — TWO TRACKS

SIGNAL SYSTEM ONE IN EFFECT:

Interlockings Chillicothe, Toluca, Ancona, Verona, Plaines, Joliet U.S. and M.P. 3.1.

SIGNAL SYSTEM TWO IN EFFECT:

Chillicothe to Stewart Ave., except Interlockings Chillicothe, Toluca, Ancona, Verona, Plaines, Joliet U.S. and M.P. 3.1.

RULE 251 IN EFFECT:

Pequot to Joliet U.S. and Interlocking M.P. 3.1 to Stewart Ave.

RULE 261 IN EFFECT:

On Main Tracks Chillicothe to Pequot and Joliet U.S. to Interlocking M.P. 3.1.

Trains must secure numbered clearance cards before leaving originating stations, except First Class Trains at Chillicothe and trains from Pekin District at Ancona.

Eastward trains leaving from Streator Yard will use main track No. 3 unless otherwise instructed.

Between C.& W.I. Jct. and Chicago be governed by C.& W.I. Timetable, Rules and Regulations.

Between Panhandle Crossing and Stewart Ave. Crossing, A.T.& S.F. trains may use I.C. Main Track with the current of traffic on signal indication from Stewart Ave. Crossing westward; on hand signal from the Switchtender from Panhandle Crossing eastward; and on signal indication in either direction with the current of traffic from Interlocking M.P. 3.1. These tracks are in Yard Limits (see Rule 93) and protection per Rule 99 must be provided.

Movements through slip switches east of Panhandle Crossing may be made only on hand signal from Switchtender with yellow flag or yellow light.

Main Track No. 3 between M.P. 88.8 and Kernan is south of Eastward Main Track. Trains have no Time Table superiority.

SIGNAL SYSTEM ONE IN EFFECT:

Chillicothe to Shopton.

RULE 251 IN EFFECT:

Appleton to G.I. Tower and E. Ft. Madison to Shopton.

RULE 261 IN EFFECT:

On Main Tracks Chillicothe to Appleton and G.I. Tower to E. Ft. Madison.

Trains must secure numbered clearance cards before leaving originating stations, except First Class Trains at Chillicothe.

First Class Trains must secure numbered clearance cards at Fort Madison. Enginemen on westward trains are not required to secure. Conductors securing clearance cards or train orders at Fort Madison will deliver copy to Third District engineman at Shopton.

WESTWARD. First Class.

17	15	21	1	123	11	19	7	13	9	TIME TABLE No. 97, September 2, 1956.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Siding Capacity 50 ft. Per Car.
Super Chief.	Texas Chief.	El Capitan.	San Francisco Chief.	The Grand Canyon.	The Kansas Cityan.	The Chief.	Fast Mail-Express.	Passenger.	Kansas City Chief.				
Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	STATIONS.			
PM 9.15	PM 8.05	PM 7.55	PM 6.10	PM 2.30	AM 11.50	AM 11.05	AM 2.10	AM 1.55	AM 12.40	YL **CHILLICOTHE.**		FT	
9.24	8.14	8.04	6.19	2.41	11.59	11.14	2.20	f 2.05	12.51	8.0 EDELSTEIN.	58.1		W 74
										6.2 C.R.I. & P. Crossing.	31.7		
								f 2.10		0.4 PRINCEVILLE.	0		
					— PM —					3.6 MONICA.	31.7		
9.32	8.22	8.12	6.27	2.50	12.07	11.22	2.28	f 2.13	1.01	C. B. & Q. Crossing.			
								f 2.17		5.2 LAURA.	0		
9.40	8.30	8.20	6.35	2.59	12.15	11.30	2.36	f 2.22	1.10	4.9 WILLIAMSFIELD.	13.5		E 79 W110
								f 2.26		4.9 DAHINDA.	0		
9.47	8.37	8.27	6.42	3.07	12.21	11.37	2.42	f 2.28	1.17	2.7 APPLETON.	8.4		
								f 2.33		5.3 KNOX.	25.5		
								f 2.35		2.8 E. GALESBURG.	31.7		
10.00	s 8.50	8.40	6.55	s 3.25	s12.35	11.50	2.55	s 2.45	s 1.40	3.4 GALESBURG. YL	31.7	Y	
										2.5 G.I. TOWER. YL	21.9		E137 W138
								f 2.52		3.4 SURREY.	21.9		
10.09	8.59	8.49	7.03	3.34	12.43	11.59	3.03	f 2.54	1.50	2.6 CAMERON.	17.3		
								f 2.58		4.2 NEMO.	28.2		
						— PM —				1.7 ORMONDE.	0		E102 W 84
10.14	9.05	8.54	7.08	3.40	12.48	12.05	3.08	f 3.00	1.56	5.2 PONEMAH.	0		
								f 3.04		4.4 SMITHSHIRE.	23.2		
10.22	9.13	9.02	7.15	3.48	12.55	12.13	3.16	f 3.08	2.05	3.1 MEDIA.	12.1		
								f 3.11		4.3 STRONGHURST.	13.5		E 77 W173
10.28	9.19	9.08	7.21	3.55	1.01	12.19	13 3.22	f 7 3.22	2.11	3.6 DECORRA.	26.1		
								f 3.27		6.4 LOMAX.	0		
10.37	9.28	9.17	7.29	4.04	1.09	12.28	3.30	f 3.32	2.19	5.9 DALLAS CITY.	10.6		W106
								f 3.38		1.8 PONTOOSUC.	0		
								f 3.40		4.3 E. FT. MADISON.	0		
10.48	9.39	9.29	7.39	4.15	1.19	12.39	3.40	f 3.45	2.30	1.8 YL **FORT MADISON.**	21.1		E 67
s10.55	s 9.45	s 9.35	s 7.45	s 4.30	s 1.25	s12.45	s 3.55	s 4.10	s 2.45	1.7 **SHOPTON.** YL	0	F TY	
s11.00 PM	s 9.50 PM	s 9.40 PM	s 7.50 PM	s 4.35 PM	s 1.30 PM	s12.50 PM	s 4.00 AM	s 4.15 AM	s 2.50 AM				
Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	(104.3)			
59.6	59.6	59.6	62.6	50.1	62.6	59.6	56.9	44.7	48.1	Average speed per hour.			

ATS-ABS — AUTOMATIC TRAIN CONTROL — TWO TRACKS

EASTWARD.

First Class.

Communications.	Mile Post.	Ruling Grade Ascending.	TIME TABLE No. 97, September 2, 1956.	10 Kansas City Chief.	22 El Capitan.	16 Texas Chief.	14 Passenger.	2 San Francisco Chief.	18 Super Chief.	124 The Grand Canyon.	20 The Chief.	12 The Chicagoan.	8 Fast Mail-Express.
			STATIONS.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.
				AM	AM	AM	AM	AM	AM	AM	PM	PM	AM
C	130.0		YL CHILLICOTHE.	s 4.30	4.40	s 6.25	s 8.30	9.50	10.00	s11.59	1.00	s 5.35	s 1.50
		31.7	8.0										
C	138.1		EDELSTEIN.	4.19	4.31	6.15	s 8.17	9.39	9.51	11.49	12.49	5.26	1.35
		31.7	6.2										
	144.3		C.R.I.& P. Crossing.										
		21.8	0.4										
C	144.7		PRINCEVILLE.				s 8.09						
		23.2	3.6										
			MONICA.										
C	148.3		C.B.& Q. Crossing.	4.08	4.22	6.06	s 8.03	9.29	9.41	11.39	12.39	5.18	1.25
		31.7	5.2										
C	153.5		LAURA.				s 7.56						
		19.3	4.9										
C	158.4		WILLIAMSFIELD.	3.58	4.14	5.58	s 7.50	9.19	9.33	11.29	12.29	5.10	1.16
		31.7	4.9										
	163.3		DAHINDA.				f 7.44						
		0	2.7										
B	166.0		APPLETON.	3.49	4.07	5.52	f 7.40	9.13	9.27	11.23	12.23	5.03	1.08
		0	5.3										
B	171.2		KNOX.				f 7.33						
		0	2.8										
	174.0		E. GALESBURG.				f 7.30						
		15.3	3.4										
C	177.5		GALESBURG. YL	s 3.35	3.55	s 5.40	s 7.25	9.00	9.15	s11.10	12.10	s 4.50	s12.55
		7.4	2.5										
C	180.0		G. I. TOWER. YL										
		7.4	3.4										
	183.4		SURREY.				f 7.12						
		0	2.6										
	186.0		CAMERON.	3.23	3.47	5.31	f 7.09	8.51	9.08	11.01	12.03 PM	4.43	12.42
		5.7	4.2										
C	190.2		NEMO.				s 7.02						
		31.3	1.7										
C	191.9		ORMONDE.	3.16	3.42	5.26	f 6.59	8.46	9.04	10.56	11.59	4.39	12.38
		31.2	5.2										
B	197.1		PONEMAH.				f 6.52						
		12.1	4.4										
C	201.5		SMITHSHIRE.	3.08	3.34	5.18	s 6.46	8.38	8.57	10.48	11.52	4.32	12.30
		31.7	3.1										
C	204.6		MEDIA.				s 6.41						
		31.2	4.3										
C	208.9		STRONGHURST.	3.01	3.28	5.12	s 6.34	8.32	8.51	10.42	11.46	4.26	12.24
		20.4	3.6										
	212.5		DECORRA.				f 6.27						
		31.7	6.4										
C	218.9		LOMAX.	2.52	3.19	5.03	s 6.20	8.23	8.43	10.33	11.38	4.18	12.15
		18.0	5.9										
C	224.8		DALLAS CITY.				s 6.10						
		10.7	1.8										
	226.6		PONTOOSUC.				f 6.06						
		14.5	4.3										
C	230.9		E. FT. MADISON.	2.40	3.08	4.53	s 6.00	8.13	8.33	10.22	11.28	4.08	12.04 AM
		23.9	1.8										
C	232.9		YL FORT MADISON.	s 2.35	s 3.05	s 4.50	s 5.55	s 8.10	s 8.30	s10.20	s11.25	s 4.05	s11.59
		0	1.7										
C	234.6		SHOPTON. YL	2.30 AM	3.00 AM	4.45 AM	5.35 AM	8.05 AM	8.25 AM	10.15 AM	11.20 AM	4.00 PM	11.50 PM
			(104.3)	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.
			Average speed per hour.	52.2	62.6	62.6	35.8	59.6	65.9	60.2	62.6	65.9	52.2

AUTOMATIC TRAIN CONTROL — TWO TRACKS

ATS-ABS

SIGNAL SYSTEM ONE IN EFFECT:

Shopton to Chillicothe.

RULE 251 IN EFFECT:

Shopton to E. Ft. Madison and G.I. Tower to Appleton.

RULE 261 IN EFFECT:

On Main Tracks E. Ft. Madison to G.I. Tower and Appleton to Chillicothe.

Trains must secure numbered clearance cards before leaving originating stations. First class trains must secure numbered clearance cards at Fort Madison.

SIGNAL SYSTEM TWO IN EFFECT:

Shopton to Marceline.

RULE 251 IN EFFECT:

Shopton to Marceline.

Trains must secure numbered clearance cards before leaving originating stations, except westward first class trains at Shopton receiving same at Fort Madison; and westward extra trains leaving from yard track Shopton, secure at Tower B. Copies of clearance cards and train orders received at Fort Madison will be delivered Engineman by Conductor at Shopton.

WESTWARD.
First Class.

17	15	21	1	123	11	19	13	7	9	TIME TABLE No. 97, September 2, 1956.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Siding Capacity 50 Ft. Per Car.
Super Chief.	Texas Chief.	El Capitan.	San Francisco Chief.	The Grand Canyon.	The Kansas Cityan.	The Chief.	Passenger.	Fast Mail-Express.	Kansas City Chief.				
Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	STATIONS.			
PM 11.05	PM 9.55	PM 9.45	PM 7.55	PM 4.40	PM 1.35	PM 12.55	AM 4.20	AM 4.05	AM 2.55	**SHOPTON.** YL		F TY	
										1.3	0		
										TOWER B. YL			
										7.5	40.3		
							f			NEW BOSTON.			W152
										4.4	42.2		
11.19	10.08	9.59	8.09	4.55	1.48	1.09	f 4.35	4.19	3.10	ARGYLE.			E 39
										8.0	42.2		
							s 4.49			REVERE.			W 30
										6.6	42.2		
11.32	10.22	10.13	8.23	5.12	2.03	1.23	f 4.57	4.34	3.28	C.B. & Q. Crossing. MEDILL.			E146 W132
										9.0	42.2		
							s 5.09			WYACONDA.			W120
										5.3	17.5		
11.45	10.34	10.25	8.35	5.25	2.15	1.35	s 5.16	4.47	3.45	GORIN.			W 75
										4.9	42.2		
							s 5.23			RUTLEDGE.			E 62
										8.1	42.2		
11.56 AM	10.44	10.35	8.45	5.37	2.26	1.45	s 5.35	4.59	4.00	BARING.			E176 W153
										9.3	39.3		
12.03	10.51	10.42	8.52	5.45	2.33	1.52	s 5.47	5.06	4.11	HURDLAND.			E 89
										6.4	42.2		
							f			GIBBS.			
										6.2	42.2		
12.14	s11.02	10.52	9.02	s 6.00	s 2.45	2.02	s 6.05	s 5.20	s 4.30	LA PLATA.			E114 W162
										5.5	27.3		
							f			CARDY.			E 71
										4.6	0		
							s 6.18			ELMER.			E 48
										6.7	42.2		
12.27	11.15	11.05	9.15	6.18	3.00	2.15	s 6.27	5.37	4.47	ETHEL.			E145
										6.6	42.2		
							f			HART.			E 53 W 47
										5.2	42.2		
12.40	11.28	11.18	9.28	6.32	3.13	2.28	s 6.45	5.52	5.01	BUCKLIN.			E 73 W 52
										5.9	31.0		
12.45 AM	11.33 PM	11.23 PM	9.33 PM	s 6.40 PM	s 3.20 PM	2.33 PM	s 7.00 AM	6.00 AM	s 5.10 AM	YL **MARCELINE.**		FY	
Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	(111.5)			
66.9	68.3	68.3	68.3	55.7	63.7	68.3	41.8	58.2	49.6	Average speed per hour.			

AUTOMATIC BLOCK SYSTEM—AUTOMATIC TRAIN STOP—TWO TRACKS

Communications.	Mile Post.	Ruling Grade Ascending.	TIME TABLE No. 97, September 2, 1956.	EASTWARD. First Class. 10 Kansas City Chief.	22 El Capitan.	14 Passenger.	16 Texas Chief.	2 San Francisco Chief.	18 Super Chief.	124 The Grand Canyon.	20 The Chief.	12 The Chicagoan.	8 Fast Mail-Express.
			STATIONS.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.
C	234.6	0	**SHOPTON.** YL	s AM 2.25	s AM 2.55	s AM 5.25	s AM 4.40	s AM 8.00	s AM 8.20	s AM 10.10	s AM 11.15	s PM 3.55	s PM 11.40
			1.3										
C	235.9	15.4	TOWER B. YL										
			7.5										
B	243.4	36.9	NEW BOSTON.	2.10	2.40	f 5.00	4.25	7.45	8.05	9.55	10.59	3.40	11.25
			4.4										
B	248.0	42.2	ARGYLE.			f							
			8.0										
C	256.0	42.2	REVERE.	1.53	2.26	s 4.35	4.11	7.31	7.52	9.42	10.46	3.27	11.12
			6.6										
B	263.1	42.2	C.B.& Q. Crossing. MEDILL.	1.45	2.20	f 4.25	4.05	7.25	7.46	9.36	10.40	3.21	11.06
			9.0										
C	272.3	42.2	WYACONDA.			s 4.15							
			5.3										
C	277.6	41.7	GORIN.	1.29	2.07	s 4.05	3.54	7.12	7.34	9.25	10.28	3.09	10.55
			4.9										
C	282.6	42.2	RUTLEDGE.			s 3.57							
			8.1										
C	290.7	32.4	BARING.	1.15	1.55	s **3.44** 16	**3.44** 14	7.00	7.24	9.15	10.18	2.59	10.45
			9.3										
B	300.1	42.2	HURDLAND.	1.04	1.47	f 3.19	3.36	6.52	7.16	9.07	10.10	2.51	10.37
			6.4										
B	306.4	23.1	GIBBS.			f							
			6.2										
C	312.7	25.4	LA PLATA.	s12.50	1.36	s 3.05	s 3.25	6.41	7.05	s 8.55	9.59	s 2.40	s10.25
			5.5										
B	318.2	42.2	CARDY.			f							
			4.6										
C	322.9	0	ELMER.			s 2.52							
			6.7										
C	329.7	42.2	ETHEL.	12.30	1.20	s 2.43	3.08	6.25	6.48	8.38	9.43	2.23	10.08
			6.6										
B	336.3	42.2	HART.			f							
			5.2										
C	341.5	42.2	BUCKLIN.			s 2.29							
			5.9										
C	347.3		**MARCELINE.** YL	12.10 AM	1.00 AM	2.20 AM	2.50 AM	6.05 AM	6.30 AM	8.20 AM	9.25 AM	2.05 PM	9.50 PM
			(111.5)	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.
			Average speed per hour.	49.6	58.2	36.2	60.8	58.2	60.8	60.8	60.8	60.8	60.8

AUTOMATIC BLOCK SYSTEM — AUTOMATIC TRAIN STOP — TWO TRACKS

SIGNAL SYSTEM TWO IN EFFECT:

Marceline to Shopton.

RULE 251 IN EFFECT:

Marceline to Shopton.

Trains must secure numbered clearance cards before leaving originating stations, except First Class Trains at Marceline.

SIGNAL SYSTEM TWO IN EFFECT:
Marceline to Sheffield.

RULE 251 IN EFFECT:
Marceline to Congo, except on gantlet track, Bridge, M.P. 425.0—426.0, east of Sibley.

RULE 261 IN EFFECT:
Gantlet track, Bridge, M.P. 425.0—426.0, east of Sibley and Congo to Sheffield.

Trains must secure numbered clearance cards before leaving originating stations, except First Class Trains at Marceline.

Main Track No. 3 between Hardin and C.A. Jct. is located south of Eastward Main Track. Trains have no time table superiority and operation thereon must be authorized by train order with numbered clearance card. Manual Block Rules Govern.

Between Congo and Rock Creek Jct., Mo. Pac. tracks may be used with current of traffic on signal indication.
Movements against current of traffic must be authorized by Mo. Pac. Terminal Trainmaster.
All movements must be made at restricted speed and protected as per Rule 99 when using these tracks.
Speed limit 10 MPH through Mo. Pac. turnout Rock Creek Jct. interlocking.

Between Sheffield or Rock Creek Jct. and Kansas City Union Station be governed by Kansas City Terminal Ry. Co. Operating Rules.

WESTWARD. First Class.

15	21	1	123	11	19	13	7	9	17
Texas Chief.	El Capitan.	San Francisco. Chief.	The Grand Canyon.	The Kansas Cityan.	The Chief.	Passenger.	Fast Mail-Express.	Kansas City Chief.	Super Chief.
Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.
PM	PM	PM	PM	PM	PM	AM	AM	AM	AM
11.33	11.23	9.33	6.40	3.20	2.33	7.00	6.00	5.10	12.45
						s 7.07			
11.43	11.33	9.43	6.54	3.32	2.43	s 7.15	6.12	5.25	12.56
						f			
11.53	11.43	9.53	7.06	3.42	2.53	s 7.28	6.23	5.40	1.06
						f			
			s 7.20			s 7.45		s 5.55	
— AM —									
12.03	11.53	10.03	7.23	3.54	3.03	7.47	6.35	5.58	1.16
12.09	11.59 — AM —	10.09	7.30	4.01	3.09	s 7.57	6.43	6.06	1.22
12.16	12.06	10.16	7.37	4.08	3.16	s 8.08	6.50	6.14	1.29
12.21	12.11	10.21	s 7.45	4.13	3.21	s 8.15	6.55	f 6.19	1.34
						s 8.23			
12.27	12.17	10.27	7.54	4.19	3.27	8.25	7.01	6.27	1.41
						f			
12.37	12.27	10.37	8.05	4.30	3.37	f 8.39	7.12	6.40	1.52
						f			
12.46	12.36	10.46	8.15	4.39	3.46	8.50	7.21	6.51	2.01
						f			
						f			
12.55	12.45	10.55	8.25	4.48	3.55	9.01	7.31	7.02	2.11
12.59	12.49	10.59	8.29	4.52	3.59	9.05	7.35	7.07	2.15
s 1.15 AM	s 1.05 AM	s 11.15 PM	s 8.50 PM	s 5.10 PM	s 4.15 PM	s 9.30 AM	s 7.55 AM	s 7.30 AM	s 2.35 AM
Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.
61.1	61.1	61.1	47.9	56.6	61.1	41.5	54.2	44.5	56.6

TIME TABLE No. 97, September 2, 1956.

STATIONS.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Siding Capacity 50 ft. Per Car.
YL MARCELINE.	0	FY	
7.2			
ROTHVILLE.	13.7		E 68 W 74
6.1			
MENDON.	12.7		E 74 W 78
7.4			
DEAN LAKE.	26.4		
6.2			
BOSWORTH.	26.4		E130 W148
7.8			
STANDISH.	0		E 27
4.4			
CARROLLTON.	0		E130 W 75
2.2			
W. B. JCT.	3.7		
8.0			
NORBORNE.	4.8		E 56 W112
8.8			
HARDIN.	4.2		E102
5.9			
HENRIETTA.	8.4	Y	E235 W136
5.6			
CAMDEN.	14.2		
1.3			
C.A. JCT.	13.2		
3.5			
FLOYD.	26.4		E 75 W 78
5.0			
SIBLEY.	6.7		
7.2			
ATHERTON.	9.7		E118 W130
2.6			
ETON.	9.4		
2.8			
COURTNEY.	9.4		W 77
3.2			
SUGAR CREEK. YL	4.9		E 62
1.7			
CONGO.	25.7		
1.7			
K.C.S. Crossing.	14.8		
0.4			
SHEFFIELD. YL	43.9		
4.8			
KANSAS CITY. Union Station			
(103.8)			
Average speed per hour.			

AUTOMATIC BLOCK SYSTEM — ATS — AUTOMATIC TRAIN STOP — TWO TRACKS — 3 Tracks — TWO TRACKS — K.C.T.Ry.

Communications.	Mile Post.	Ruling Grade Ascending.	TIME TABLE No. 97, September 2, 1956.	EASTWARD. First Class. 16 Texas Chief.	2 San Francisco Chief.	18 Super Chief.	124 The Grand Canyon.	20 The Chief.	12 The Chicagoan.	8 Fast Mail-Express.	10 Kansas City Chief.	22 El Capitan.	14 Passenger.
			STATIONS.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.
C	347.3	42.2	MARCELINE. YL — 7.2	AM 2.50	AM 6.05	AM 6.30	s AM 8.20	AM 9.25	s PM 2.05	PM 9.50	s AM 12.10	AM 1.00	s AM 2.20
C	354.6	8.9	ROTHVILLE. — 6.1	2.42	5.57	6.23	8.11	9.17	1.57	9.41	11.55	12.52	f 2.02
C	360.7	14.2	MENDON. — 7.4	2.37	5.52	6.18	8.06	9.12	1.52	9.36	11.49	12.47	f 1.56
B	368.1	0	DEAN LAKE. — 6.2										f
C	374.3	26.4	BOSWORTH. — 7.8	2.27	5.42	6.08	7.55	9.02	1.42	9.24	11.33	12.37	s 1.44
B	382.1	26.4	STANDISH. — 4.4										f
C	386.4	0	CARROLLTON. — 2.2								s 11.20		s 1.30
C	388.7	0	W.B. JCT. — 8.0	2.16	5.30	5.56	7.42	8.51	1.31	9.10	11.15	12.26	1.23
C	396.6	6.3	NORBORNE. — 8.8	2.10	5.22	5.50	7.34	8.45	1.25	9.02	11.07	12.20	s 1.12
C	405.4	0	HARDIN. — 5.9	2.03	5.15	5.43	7.26	8.38	1.18	8.55	10.59	12.13	s 1.00
C	411.3	6.6	HENRIETTA. — 5.6	1.58	5.10	5.38	7.20	8.33	1.13	8.50	f 10.53	12.08	s 12.50
B	416.9	0	CAMDEN. — 1.3										f
C	418.2	26.4	C.A. JCT. — 3.5	1.52	5.04	5.32	7.13	8.27	1.07	8.44	10.46	AM 12.02	12.40
C	421.7	0	FLOYD. — 5.0										f
B	426.7	26.4	SIBLEY. — 7.2	1.42	4.54	5.21	7.03	8.17	12.57	8.33	10.34	11.52	f 12.27
C	434.0	0	ATHERTON. — 2.6										f
C	436.5	7.0	ETON. — 2.8	1.33	4.44	5.12	6.53	8.08	12.48	8.24	10.25	11.43	12.16
C	439.4	0	COURTNEY. — 3.2										f
C	442.6	0	SUGAR CREEK. YL — 1.7										f
	444.2	42.2	CONGO. — 1.7	1.24	4.34	5.04	6.44	7.59	12.39	8.15	10.15	11.34	12.05
	445.9	0	K.C.S. Crossing. — 0.4										
	446.4	48.5	SHEFFIELD. YL — 4.8	1.20	4.30	5.00	6.40	7.55	12.35	8.10	10.10	11.30	12.01 AM
C	451.1		KANSAS CITY. Union Station	1.10 AM	4.20 AM	4.50 AM	6.30 AM	7.45 AM	12.25 PM	8.00 PM	10.00 PM	11.20 PM	11.50 PM
			(103.8)	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.
			Average speed per hour.	62.3	59.3	62.3	56.6	62.3	62.3	56.6	47.9	62.3	41.5

AUTOMATIC BLOCK SYSTEM — AUTOMATIC TRAIN STOP — TWO TRACKS

AUTOMATIC BLOCK SYSTEM — ATS — 3 Tracks

AUTOMATIC BLOCK SYSTEM — ATS — TWO TRACKS

AUTOMATIC BLOCK SYSTEM — K.C.T.Ry.

SIGNAL SYSTEM TWO IN EFFECT:

Sheffield to Marceline.

RULE 251 IN EFFECT:

Congo to Marceline, except on gantlet track, Bridge, M.P. 426.0—425.0, east of Sibley.

RULE 261 IN EFFECT:

Sheffield to Congo and Gantlet track, Bridge, M.P. 426.0—425.0, east of Sibley.

Trains must secure numbered clearance cards before leaving originating stations.

Main Track No. 3 between C.A. Jct. and Hardin is located south of Eastward Main Track. Trains have no time table superiority and operation thereon must be authorized by train order with numbered clearance card. Manual Block Rules govern.

Between Congo and Rock Creek Jct., Mo. Pac. tracks may be used with current of traffic on signal indication.

Movements against current of traffic must be authorized by Mo. Pac. Terminal Trainmaster.

All movements must be made at restricted speed and protected as per Rule 99 when using these tracks.

Speed limit 10 MPH through Mo. Pac. turnout Rock Creek Jct. interlocking.

Between Kansas City Union Station and Sheffield, or Rock Creek Jct. be governed by Kansas City Terminal Ry. Co. Operating Rules.

Trains must secure numbered clearance cards before leaving originating stations, except at Ancona.

When train order signal at Eureka indicates "Stop", secure A.T.& S.F. and T.P.& W. clearance cards.

Between Streator Jct. and Pekin Jct. be governed by T.P.& W. Time Table, Rules and Regulations.

No switch lights on Pekin District.

WESTWARD. Second Class. 47 Way Freight. Leave Daily Ex. Sun.	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 97, September 2, 1956. STATIONS.	Ruling Grade Ascending.	Mile Post.	Communications.	EASTWARD. Second Class. 48 Way Freight. Arrive Daily Ex. Sun.	Siding Capacity 50 ft. Per Car.
AM 6.50		0	ANCONA.	0		B	PM 1.00	
			2.7					
6.55		15.3	LONG POINT.	0	2.5	C	12.40	
			4.6					
7.05		31.7	DANA.	0	7.1	C	12.20	20
			5.8					
		0	I.C. Crossing.	0	12.9			
			0.1					
7.30		23.8	MINONK.	13.2	13.0	C	12.01 PM	19
			6.0					
7.45		0	BENSON.	32.7	19.0	C	11.20	14
			5.5					
8.00		41.2	ROANOKE.	47.5	24.5	C	11.00	16
			6.2					
8.15		0	STREATER JCT. T.P.&W.R.R.	0	30.7		10.15	
			0.4					
8.20		47.5	EUREKA.	26.4	31.1	C	10.10	44
			5.6					
8.40		26.4	PEKIN JCT.	0	36.7		9.45	
			1.3					
8.45		31.7	WASHINGTON.	31.7	38.0	C	9.40	17
			3.0					
9.00		31.7	COOPER.	52.8	41.0		9.25	7
			2.4					
48 9.10		0	CRANDALL. N.Y.C.& St.L. Crossing.	29.0	43.4		47 9.10	
			2.3					
9.40		0	MORTON.	0	45.7	C	9.00	18
			0.1					
		42.2	P.R.R. and I.T. Crossing.	0	45.8			
			3.6					
10.10		0	GROVELAND.	81.8	49.4		8.20	30
			7.4					
10.35	FT	0	EAST YARDS. YL G. M. & O. Crossing.	82.9	56.8	C	8.03	73
			0.9					
10.45 AM			PEKIN. YL		57.7	C	8.00 AM	
Arrive Daily Ex. Sun.			(57.9)				Leave Daily Ex. Sun.	
14.8			Average speed per hour.				11.6	

Siding Capacity 50 ft. Per Car.	WESTWARD. Second Class. 71 C.G.W.Ry. Freight. 42.	WESTWARD. Second Class. 75 C.G.W.Ry. Time Freight. 92.	WESTWARD. Second Class. 43 Mixed.	WESTWARD. First Class. 5 C.G.W.Ry. Passenger. 6.	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 97, September 2, 1956.	Ruling Grade Ascending.	Mile Post.	Communications.	EASTWARD. First Class. 6 C.G.W.Ry. Passenger. 5.	EASTWARD. Second Class. 76 C.G.W.Ry. Time Freight. 41.	EASTWARD. Second Class. 72 C.G.W.Ry. Freight. 43.	EASTWARD. Second Class. 44 Mixed.
	Leave Daily.	Leave Daily.	Leave Daily Ex. Sun.	Leave Daily Ex. Sat.			STATIONS.				Arrive Daily Ex. Sun.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sun.
			AM 7.00		Y		**HENRIETTA.** YL			C				PM s 8.05
						69.2	4.9	0						
21			s 8.00				RICHMOND.		5.1	C				f 7.53
						47.7	8.5	57.4						
25			f 8.30				RAYVILLE.		13.6					f
						48.8	11.2	52.8						
			f 9.05				LAWSON.		24.8					f 7.11
						60.2	10.9	58.6						
							LATHROP. C.B.& Q. Crossing.		35.7	C				
			s 9.40			62.3	8.1	58.1						f 6.47
15			s10.20				PLATTSBURG.		43.8	C				f 6.28
						61.2	9.1	61.1						
			s10.45				GOWER.		52.9	C				f 6.09
						52.8	9.1	60.0						
			f				AGENCY.		62.0					f
						59.3	3.2	0						
	PM 9.12	AM 11.40	11.20	PM 5.21			B. C. JCT.		65.2	B	AM 4.50	AM 2.45	AM 11.25	5.42
						59.5	6.4	60.5						
							C.R.I.& P. Crossing.		71.6					
						0	0.5	36.6						
							C.B.& Q. Crossing.		72.1					
						0	0.2	48.8						
							C.R.I.& P. Crossing.							
							C.B.& Q. Crossing.		72.3					
		PM					M.K. JCT.		72.4					
						0	0.5	0						
	9.50 PM	12.15 PM	11.45	5.38	F		YL **TERMINAL YARD.**		72.8	C	4.32	2.10 AM	10.50 AM	5.20
						0	0.3	0						
			s 11.55 AM	s 5.40 PM	Y		**ST. JOSEPH U.S.** YL		73.1	C	4.30 AM			5.00 PM
	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sat.			(72.9)				Leave Daily Ex. Sun.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sun.
	12.0	13.0	14.8	24.9			Average speed per hour.				23.7	13.0	13.0	23.6

SIGNAL SYSTEM TWO IN EFFECT:

Lathrop Interlocking and B.C. Jct. to M.P. 71.9.

RULE 261 IN EFFECT:

Between B.C. Jct. and M.P. 70.8.

Trains must secure numbered clearance cards before leaving originating stations, except westward C.G.W. trains at B.C. Jct. and eastward trains at St. Joseph U.S.; eastward trains secure at Terminal Yard.

At B.C. Jct. authorized speed within home signal limits 15 MPH.

Signals at B.C. Jct. and M.P. 70.8 are controlled from Terminal Yard. If signal indicates "Stop", train will not proceed until aspect changes or permission is obtained by telephone from Terminal Yard Operator except, at B.C. Jct. eastward trains, if unable to communicate may, after placing dual control switch on hand operation, proceed on authority held for movement beyond B.C. Jct. Switch must be restored to motor position after movement is completed.

Trains and engines authorized to pass "Stop" signal to enter block between B.C. Jct. and M.P. 70.8 must proceed at restricted speed throughout block. Before making movement at B.C. Jct. with signal in "Stop" position, switch must be inspected and flag protection must be provided against conflicting route.

Between St. Joseph U.S. and M.P. 70.8 there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction, or switch not properly lined, but not exceeding 20 MPH. Between these points main track may be used not protecting against trains and engines.

Between St. Joseph U.S. and Monterey Street be governed by St. Joseph Union Depot Co. Time Table, Rules and Regulations.

No switch lights between Henrietta and B.C. Jct.

No. 43 is superior to No. 44.

Rule 16 of the Rules, Operating Department, revised 1953, is amended as follows:

(e) : Canceled.
(l) : ————When standing — apply or release air brakes.
(m) : ————When running — brakes sticking; look back for hand signals.

NOTE:—Hand or lamp signals must be given in addition to communicating signals (a), (c) and (l).

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

2. REGISTER STATIONS. (Rule 83)

STATIONS LISTED BELOW ARE REGISTER STATIONS ONLY FOR TRAINS DESIGNATED:

Station	Designated Trains.
Corwith	Originating or terminating.
Streator	Originating, terminating or operating via Pekin District.
Chillicothe	All except First Class.
Fort Madison	First Class.
Marceline	All except First Class.
Eton	Eastward First Class.
Kansas City	Originating or terminating.

AT STATIONS LISTED BELOW TRAINS DESIGNATED WILL REGISTER BY FORM 903:

Shopton	First Class.
Eton	Eastward First Class.
Terminal Yard	All Trains.

3. .....

4. JUNCTION SWITCHES. (Rule 98)

LOCATION	NORMAL POSITION
PEKIN DISTRICT.	
Streator Jct.	T.P.&W. R.R.
Pekin Jct.	T.P.&W. R.R.
ST. JOSEPH DISTRICT.	
B. C. Jct.	Dual controlled; handled by operator Terminal Yard.
M. K. Jct.	Illinois Division.

5. JOINT TRACK FACILITIES.

CHICAGO. A.T.& S.F. trains will use C.& W.I. tracks between C.& W.I. Jct. and Dearborn Station.

PLAINES-PEQUOT—A.T.& S.F. and G.M.& O. The movement of G.M.& O. trains will be governed by rules in G.M.& O. Time Table.

W.B. JCT.-C.A. Jct.—A.T.& S.F. and Wabash. The movement of Wabash trains will be governed by rules in Wabash Time Table. Wabash trains use marker lamps with red and green lenses.

ETON-CONGO—A.T.& S.F. and Mo. Pac. The movement of Mo. Pac. trains will be governed by bulletin order issued by Mo. Pac. Mo. Pac. trains use marker lamps with red and green lenses.

CONGO-ROCK CREEK JCT. A.T.& S.F. trains may use Mo. Pac. tracks.

ROCK CREEK JCT., SHEFFIELD-A.T.& S.F. JCT. A.T.& S.F. trains use tracks of K.C.T. Ry. Co.

STREATOR JCT.—PEKIN JCT. Trains will use T.P. & W. track.

B. C. JCT.—M.K. JCT. C.G.W. trains use A.T.& S.F. tracks and will be governed by A.T.& S.F. Time Table and Rules in C.G.W. Time Table. C.G.W. trains use marker lamps with red and green lenses.

ST. JOSEPH. Trains will use St. Joseph Union Depot Company tracks between St. Joseph U.S. and Monterey Street, 0.2 mile east of Union Station, and St. Joseph Terminal Ry. Co. tracks between Monterey Street and M.K. Jct.

6. MULTIPLE ARM HOME SIGNALS.

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

CHICAGO—STEWART AVE. INTERLOCKING.

EASTWARD WITH CURRENT OF TRAFFIC.

A.T.& S.F. Track—Signal just west of crossing.
Red over Red—Stop.
Red over Yellow—Proceed to next signal.
IC Track—Signal just west of crossing.
Red over Red—Stop.
Yellow over Red—Proceed to next signal.
Red over Yellow—Diverging Route.

EASTWARD AGAINST CURRENT OF TRAFFIC.

A.T.& S.F.—I.C. Tracks—Signal just west of crossing.
Red—Stop.
Yellow—Proceed to Coach Yard and other Routes.

EASTWARD WITH CURRENT OF TRAFFIC.

A.T.& S.F.—I.C. Tracks—Signal just east of crossing.
Red over Red over Red—Stop.
Yellow over Red over Red—To I.C. Track.
Red over Yellow over Red—To C.& W.I. Track.
Red over Red over Yellow—To Coach Yard and other routes.

CHICAGO—INTERLOCKING M.P. 3.1.

EASTWARD—4 UNIT SIGNAL.
1st. or top unit—G.M.& O.
2nd. unit—A.T.& S.F.
3rd. unit—I.C.
4th. or lower unit—Against traffic.

WESTWARD—2 UNIT SIGNAL.
1st. or top unit—A.T.& S.F.
Lower unit—I.C. main tracks.

WESTWARD—4 UNIT SIGNAL.
1st. or top unit—G.M.& O.
2nd. unit—A.T.& S.F.
3rd. unit—I.C. main tracks.
4th. or lower unit—Against traffic.

JOLIET U.S.—Top arms assigned to passenger or A.T.& S.F. main tracks. Lower arms the freight or the G.M.& O. main tracks, except signal, east end station platform westward main track, lower arm assigned freight and passenger.

W.B. JCT.—Eastward, top indication governs movement to Wabash main track, lower indication to Wabash main track or siding, middle indication to A.T.& S.F. track.

C.A. JCT.—Track No. 3, westward, top arm governs movement to Wabash track, lower arm to A.T.& S.F. track.

ROCK CREEK JCT.—Eastward, top arm governs movement to Mo. Pac. passenger route, middle arm Mo. Pac. route to Congo, bottom arm to either route.

Westward, top arm to foreign line, middle arm to Kansas City Terminal, bottom arm to either route.

B.C. JCT.—Eastward, top unit governs movement to A.T.& S.F. track, lower unit to C.G.W. track.

7. TRAFFIC REVERSAL.

Between Interlocking M.P. 3.1 and Joliet U.S.

Operators will not display proceed signal for movement against the current of traffic without train order authority, except Operators may authorize such movements entirely within yard limits.

If trains are to use the other main track without signal indication, move must be authorized by numbered clearance card endorsed. "Use .....Track."

If train or engine is stopped by a stop signal, it must stay until authorized to proceed by signal, or telephone advice from the Operator. Be governed by Rule 509 (a).

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

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

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

8. AUTOMATIC TRAIN CONTROL.

Maximum authorized speeds for cab signal indications are:

	MPH	
	Passenger	Freight
High (H) Indication	90	60
Medium (M) Indication	40	40
Low (L) Indication	20	20

Should the control cut in while approaching train control territory from the east or the Pekin District, seal may be broken by Conductor and pneumatic feature cut out, reporting by wire from first open office. A westward train may then proceed to Pequot, where seal will be delivered to Operator, train control equipment cut in and sealed,

8. AUTOMATIC TRAIN CONTROL—(Cont'd).

and test made before entering train control territory. Should test show train control inoperative, secure train order authority to proceed. If movement from Pekin District beyond Ancona not authorized before arrival Ancona, Conductor call Operator at Streator and be governed by verbal instructions which must be repeated. On arrival Streator, deliver seal to Operator.

Should cut out not be obtained in leaving train control territory at Pequot or Ancona, or should train control cut in after leaving such territory, seal may be broken by Conductor and pneumatic feature cut out. Report will be made at terminal and seal there delivered to Operator.

9. .....

10. .....

11. RAILROAD CROSSINGS AT GRADE.

CHICAGO—Stewart Ave., I.C., C.& W.I. and P.R.R. Interlocking.

CHICAGO—Panhandle, P.R.R., B.& O.C.T. and C.J. Interlocking.

CORWITH—I.N. Interlocking.

NERSKA—Chicago Belt. Interlocking.

McCOOK—B.& O.C.T. Interlocking.

JOLIET U.S.—C.R.I.& P. Interlocking.

STREATOR—G.M.& O. and N.Y.C. 0.1 mile west of station. Interlocking. Maximum speed 20 MPH.

STREATOR—Wabash 0.5 mile west of station. Interlocking.

PRINCEVILLE—C.R.I.& P. 0.4 mile east of station. Automatic Interlocking.

MONICA—C.B.& Q. Interlocking.

MEDILL—C.B.& Q. Interlocking.

SHEFFIELD—K.C.S. Interlocking. Maximum speed 25 MPH.

MINONK—I.C. 0.1 mile east of station. Interlocking. Maximum speed 20 MPH. If home signal indicates "stop", authority to proceed must be obtained from I.C. operator. If so authorized member of crew must flag crossing until occupied by car or engine.

CRANDALL—N.Y.C.& St.L. Automatic Interlocking. Maximum speed 20 MPH.

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

EAST YARDS—G.M.& O. Interlocking.

LATHROP—C.B.& Q. Automatic Interlocking. Maximum speed 20 MPH.

TERMINAL YARD—C.R.I.& P. 1.2 miles east of station is protected by gate set normally across C.R.I.& P. track. Approach prepared to stop short of train, obstruction or gate not properly lined. When gate is normal may proceed at restricted speed.

C.B.& Q. 0.7 mile east of station. Stop. See Rules 98, A, B, C and D.

C.B.& Q. and C.R.I.& P. 0.5 mile east of station. Stop. See Rules 98, A, B, C and D.

12. MAXIMUM AUTHORIZED SPEED FOR TRAINS.

LOCATION	MILES PER HOUR	
	Passenger	Freight and Mixed
FIRST DISTRICT		
Chicago and Pequot	79	60
Pequot and Chillicothe (Except Track No. 3)	90	60
Track No. 3 (Kernan to M.P. 88.8)	40	30
SECOND DISTRICT	90	60
THIRD DISTRICT	90	60
FOURTH DISTRICT		
Marceline and W. B. Jct.	90	60
W. B. Jct. and C. A. Jct. (except track No. 3)	79	60
Track No. 3 (Hardin to C. A. Jct.)	40	40
C. A. Jct. and Bridge M.P. 425.0	90	60
Bridge M.P. 425.0 and Sheffield	79	60
Sheffield and Kansas City Union Station	50	25

12. MAXIMUM AUTHORIZED SPEED FOR TRAINS—(Cont'd).

LOCATION			MILES PER HOUR	
			Passenger	Freight and Mixed
PEKIN DISTRICT			45	30
ST. JOSEPH DISTRICT				
Henrietta and B. C. Jct.			30	30
B. C. Jct. and St. Joseph			40	30
FIRST DISTRICT.				
Chicago, Dearborn Station to 12th. Street Viaduct			8	8
Chicago, Curve, 15th. to 16th. Streets			15	12
Chicago, Stewart Avenue Interlocking turnouts			10	10
Chicago, Stewart Ave. to Interlocking M.P. 3.1			30	30
Chicago, Interlocking, M.P. 3.1			20	15
Chicago, Between first signal bridges East and West of Panhandle Crossing			20	20
Curve,	M.P. 9.7 to 9.9		40	35
Bridge,	M.P. 9.9 to 10.0		30	25
Curve,	M.P. 11.9 to 12.3		60	50
Curve,	M.P. 24.0 to 24.7		79	50
Bridge,	M.P. 24.7 to 24.8		40	30
4 Curves,	M.P. 24.8 to 25.9		50	40
2 Curves,	M.P. 27.4 to 28.7		65	50
Curve,	M.P. 29.0 to 29.2		70	55
Curve,	M.P. 35.3 to 35.6	Westward Track	79	50
		Eastward Track	70	50
Curve, (Basin Bridge)	M.P. 36.3 to 36.7	Westward Track	60	40
		Eastward Track	45	30
Curve,	M.P. 37.0 to 37.1		35	25
Curves,	M.P. 37.2 to 37.4 Joliet, through turnouts		15	15
Curve,	M.P. 43.6 to 43.9	Eastward Track	79	50
3 Curves,	M.P. 57.0 to 57.2	Eastward Track	40	40
Curve,	M.P. 57.0 to 57.3	Westward Track	75	50
Curve,	M.P. 58.4 to 58.6		60	50
2 Curves, (East of Streator)	M.P. 88.2 to 89.0	Westward Track	60	50
		Eastward Track	55	40
Streator, Main Street to Wabash Crossing			20	20
SECOND DISTRICT.				
2 Curves,	M.P. 131.6 to 132.1		70	50
9 Curves,	M.P. 132.6 to 136.8		55	50
10 Curves,	M.P. 161.6 to 170.3		75	.....
Galesburg,	C.B.& Q. viaduct to Main Street		20	20
Curve,	M.P. 224.7 to 225.0		60	50
Curve,	M.P. 230.7 to 231.1		50	40
Mississippi River Bridge,	M.P. 231.5 to 231.8		40	30
8 Curves,	M.P. 231.8 to 234.3		30	30
THIRD DISTRICT.				
Curve,	M.P. 235.8 to 236.2		50	50
2 Curves,	M.P. 250.3 to 250.9		55	45
2 Curves,	M.P. 251.1 to 251.8		45	45
4 Curves,	M.P. 252.4 to 254.1		65	50
2 Curves,	M.P. 254.5 to 255.1		55	45
2 Curves,	M.P. 255.3 to 256.0		50	40
7 Curves,	M.P. 331.0 to 334.3		60	50
7 Curves,	M.P. 335.6 to 338.3		55	50
2 Curves,	M.P. 338.6 to 339.1		50	45
2 Curves,	M.P. 339.4 to 339.7		65	.....
FOURTH DISTRICT.				
Curve,	M.P. 347.5 to 347.6	Westward Track	60	35
		Eastward Track	55	30
Curve,	M.P. 348.7 to 348.9	Westward Track	60	45
3 Curves,	M.P. 352.6 to 354.0		75	.....
2 Curves,	M.P. 372.0 to 372.7		80	.....
2 Curves,	M.P. 376.2 to 376.8		80	.....

12. MAXIMUM AUTHORIZED SPEED FOR TRAINS—(Cont'd).

LOCATION			MILES PER HOUR	
			Passenger	Freight and Mixed
FOURTH DISTRICT—(Cont'd).				
Curve,	M.P. 382.4 to 382.5	Eastward Track	80	.....
Curve,	M.P. 384.3 to 384.5	Eastward Track	75	50
Curve,	M.P. 388.7 to 388.8	Eastward Track	40	40
First 2 curves, west of Hardin, Track No. 3			15	15
5 Curves,	M.P. 416.7 to 419.1		65	55
2 Curves,	M.P. 425.0 to 426.3 and Bridge M.P. 425.0-426.0		25	15
Curve,	M.P. 426.4 to 426.7		55	45
Curve,	M.P. 427.0 to 427.3	Eastward Track	75	.....
2 Curves,	M.P. 427.0 to 427.8	Westward Track	60	40
2 Curves,	M.P. 437.5 to 437.8		40	40
3 Curves,	M.P. 437.9 to 438.5		45	45
Curve,	M.P. 438.8 to 438.9		65	55
Curve,	M.P. 442.5 to 442.7		70	55
3 Curves,	M.P. 443.7 to 444.5		40	40
Congo to Rock Creek Jct. via Mo. Pac.			30	20
4 Curves,	M.P. 445.0 to 445.8		30	30
Curves,	Sheffield to Kansas City (Union Station), except where otherwise restricted		40	20
PEKIN DISTRICT.				
2 Curves,	M.P. 49.9 to 50.3		35	.....
4 Curves,	M.P. 54.5 to 55.8		35	.....
ST. JOSEPH DISTRICT.				
3 Curves,	M.P. 4.5 to 5.3		20	20
3 Curves,	M.P. 43.2 to 44.2		15	15

13. SPEED REGULATIONS, PASSENGER TRAINS.

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

14. MAXIMUM SPEED OF LOCOMOTIVES.

	MILES PER HOUR			
Diesel and Gas-Electric	Forward	Light Forward	Backing Or When Controlled From Rear Unit	Dead In Train
11-90, 300-314	100	45	45	90
325-344	80	45	45	80
100-289, 401-430	65	45	45	60
99, 600-611, 700-731, 2099, 2100-2162, 2650-2893, 3000-3019	65	45	45*	60
450-451	30	30	30	20
460-468	35	35	35	20
500-558, 625-633, 1500-1537, 2200-2299, 2303-2304, 2310-2391, 2394-2399, 2403-2438, 2600-2606	45	45	45	45
650-653, 2300-2302, 2400-2402	40	40	40	30
RDC 191, 192 (Coupled)	80	80	70	70
RDC 191, 192 (Single Unit)	80	80	50	70
M115-M157, M175-M187	65	65	25	60
M160-M162	70	65	25	70
M190	80	65	25	75
* Note: 65 MPH applies when backing handling train.				

14. MAXIMUM SPEED OF LOCOMOTIVES—(Cont'd).

	MILES PER HOUR			
Steam	Forward	Light Forward	Backing Or When Controlled From Rear Unit	Dead In Train
1010, 5000-5035	60	40	25	
3751-3775	90	40	25	
2900-2929, 3776-3785	100	40	25	

15. MOVEMENTS OVER SUBMERGED TRACK. (Rule 817)

Equipment listed below must not be moved through water above top of rail greater than the depths and not in excess of the speeds shown:

Types of Equipment	Maximum Depth Above Top of Rail (Inches)	Maximum Speed in Tow (M.P.H.)	Maximum Speed Under Own Power (M.P.H.)
Diesel Engines, Classes 450 - 451	2	5	5
11 - 50 - 80 - 600 2099 - 2100	3	5	5
51 - 90 - 650 - 2300 - 2301 - 2310 - 2600 - 3000	4	5	5
460 - 2400	4½	5	5
16 - 37 - 99 - 100 - 200 - 281 - 300 - 325 - 500 - 501 - 503 - 541 - 625 - 700 - 1500 - 2201 - 2207 - 2260 - 2303 - 2322 - 2394 - 2403 - 2418 - 2650	5	5	5
Diesel-Electric and Gas Electric Motor Cars	3	5	5
Steam Engines Roller Bearings	9	5	5
Passenger Cars Roller Bearings	8	5	0
Friction Bearings	12	5	0

16. DEAD ENGINES.

Steam engines must not be handled dead in train without special instructions.

17. DERRICKS, CRANES, ETC.

Trains handling derricks, steam shovels, clam shells, ditchers, pile drivers, spreaders (except spreaders with wings folded and fastened), and similar machinery moving on their own running gear must not exceed 30 MPH, except on Pekin and St. Joseph Districts, speed limit 24 MPH. Such equipment must not be moved in any train except on authority of Trainmaster.

18. SWITCHES—MAXIMUM AUTHORIZED SPEED.

Maximum authorized speed 10 MPH heading in or out over other than main track switches; 15 MPH over main track switches except those listed herein. Trains or engines trailing through and springing points of spring switches will not exceed speed prescribed for turnout.

"I"—Interlocked Switch.
"S"—Spring Switch.

STATION	TYPE	LOCATION	MPH
FIRST DISTRICT.			
Corwith	I	East leg of wye	10
	I	Crossovers west of I.N. crossing	30
McCook	I	Head-out eastward siding	40
	I	Head-in eastward siding	40
M.P. 14.2	I	Crossover	40

18. SWITCHES—MAXIMUM AUTHORIZED SPEED—(Cont'd).

"I"—Interlocked Switch.
"S"—Spring Switch.

STATION	TYPE	LOCATION	MPH
FIRST DISTRICT—(Cont'd).			
M.P. 14.5	I	Switch to General Motors Plant	30
M.P. 16.5	I	Switch to General Motors Plant	30
Willow Springs	S	Head-out switches	30
	I	Crossovers and head-in switches	40
Romeo	I	Crossovers	40
Joliet Yard	I	Eastward head-in switch	30
	S	Head-out switch M.P. 36.4	30
Plaines	I	G.M.& O. to A.T.& S.F.	40
	S	West end siding and connection G.M.& O. to A.T.& S.F.	30
Pequot	I	A.T.& S.F. to G.M.& O.	40
	I	Crossovers	40
Verona	I	Crossovers and head-in switches	40
	S	Head-out switches	30
Kernan	I	Crossovers	40
Streator	I	Crossovers and turnout Wabash Crossing	30
Ancona	I	Pekin District turnout	30
	I	Crossovers	40
Toluca	I	Trailing point crossover	40
	I	Facing point crossover	30
	S	Head-out westward siding	30
Chillicothe	I	Crossovers and turnouts east end yard	40
SECOND DISTRICT.			
Chillicothe	I	Crossovers and turnouts west end yard	30
Edelstein	I	Crossovers	40
	S	Head-out westward siding	15
Monica	I	Crossovers	40
Williamsfield	I	Crossovers	40
	S	Head-out eastward siding	30
	S	Head-out westward siding	15
	I	Head-in westward siding	40
Appleton	I	Facing point crossover	30
G.I. Tower	I	Head-in westward siding	30
	I	Head-out westward siding	30
	I	Crossovers	40
	I	Head-in eastward siding	40
	S	Head-out eastward siding	30
Ormonde	I	Crossovers and head-in eastward siding	40
	S	Head-out switches	30
Smithshire	I	Crossovers	40
Stronghurst	I	Crossovers	40
	I	Head-in switches	30
	S	Head-out switches	30
Lomax	I	Crossovers	40
	S	Head-out westward siding	30
E. Ft. Madison	I	Crossovers	40
East End	I	West crossover	25
Shopton Yard	I	East crossover and head-in and head-out switches	30
THIRD DISTRICT.			
New Boston	I	Head-in switch	40
	S	Head-out switch	30
Medill	I	Head-in switches	40
	S	Head-out switches	30
Wyaconda	S	Head-out switch	30
Baring	I	Head-in switches	40
	S	Head-out switches	30
La Plata	I	Westward head-in switch	30
	S	Head-out switches	30
Ethel	I	Head-in switch	40
	S	Head-out switch	30
Marceline	I	Westward head-in switch	40

18. SWITCHES—MAXIMUM AUTHORIZED SPEED—(Cont'd).

"I"—Interlocked Switch.
"S"—Spring Switch.

STATION	TYPE	LOCATION	MPH
FOURTH DISTRICT.			
Marceline	I	Eastward head-in switch	30
	S	Westward head-out switch	30
Rothville	S	Eastward head-out switch	30
Bosworth	I	Head-in switches	30
	S	Head-out switches	30
Carrollton	S	Eastward head-out switch	30
W. B. Jct.	I	Crossover and Wabash Connection	40
Norborne	S	Westward head-out switch	30
Hardin	I	Eastward head-in switch, crossovers, and connection to Track No. 3	30
	S	Eastward head-out switch	30
Henrietta	I	Eastward head-in switch	40
	I	Westward head-in switch	30
	S	Eastward head-out switches	30
C. A. Jct.	I	Crossovers and Wabash Connection	40
Atherton	I	Eastward head-in switch	40
	S	Head-out switches	30
Eton	I	Crossover and Mo. Pac. Connection	30
Congo	I	Crossover	40
	I	Mo. Pac. Connection	30

19. YARD LIMITS.

Chicago (includes Corwith and Nerska). All movements between Panhandle Crossing and Stewart Avenue Crossing must be protected as per Rule 99.

Joliet U.S. (includes Joliet Yard).
Streator.
Chillicothe.
Galesburg. (includes G.I. Tower).
Shopton. (includes Fort Madison and Tower B).
Marceline.
Hardin. (Track No. 3 only).
Henrietta. (St. Joseph District and Track No. 3 only).
Sugar Creek.
Sheffield. (A.T.& S.F. Main Track).
Argentine. (includes Turner).
Pekin. (includes East Yards).
St. Joseph U.S. (includes Terminal Yard).

20. BULLETIN BOOKS.

Chicago . . . . . Dearborn Station, Coach Yard and Roundhouse Offices.
Corwith . . . . . Telegraph, Roundhouse, No. 6 Yard Offices and Yardmen's Locker Facility.
General Motors Plant . . Yard Office.
Joliet Yard . . . . . Yard Office.
Streator . . . . . Telegraph and Roundhouse Offices.
Chillicothe . . . . . Telegraph, Roundhouse, Yard Offices and Reading Room.
Galesburg . . . . . Yardmen's Locker Room.
Fort Madison . . . . . Trainmen's Locker Room.
Shopton . . . . . Telegraph and Roundhouse Offices.
Marceline . . . . . Yard and Roundhouse Offices.
Henrietta . . . . . Telegraph and Roundhouse Offices.
Kansas City . . . . . Trainmaster's Office, Union Station.
Argentine . . . . . Yard, Bowl and Roundhouse Offices.
Pekin . . . . . Station and Enginemen's Wash Room.
St. Joseph . . . . . Yard and Roundhouse Offices.

21. STANDARD CLOCKS.

Chicago . . . . . Dearborn Station, Coach Yard and Roundhouse Offices.
Corwith . . . . . Telegraph, Roundhouse Offices and Yardmen's Locker Facility.
General Motors Plant . . Yard Office.
Joliet Yard . . . . . Yard Office.

21. STANDARD CLOCKS—(Cont'd).

Streator . . . . . Telegraph Office.
Chillicothe . . . . . Telegraph Office.
Fort Madison . . . . . Telegraph Office.
Shopton . . . . . Telegraph and Roundhouse Offices.
Marceline . . . . . Yard and Roundhouse Offices.
Kansas City . . . . . Telegraph Office, Union Station.
Argentine . . . . . Yard, Bowl and Roundhouse Offices.
St. Joseph . . . . . Union Station and Terminal Yard Office.

22. STANDARD THERMOMETERS.

Chicago (Coach Yard).	Streator.	La Plata.
Corwith.	Chillicothe.	Marceline.
McCook.	G.I. Tower.	W.B. Jct.
Joliet Yard.	Nemo.	Henrietta.
Plaines.	Shopton.	C.A. Jct.

23. OVERHEAD OBSTRUCTIONS. (Rule 761).

Mile Post	Name
	FIRST DISTRICT.
35.4	Railroad Viaduct.
116.9	Railroad Viaduct.
	SECOND DISTRICT.
136.1	Highway Viaduct.
176.1	Highway Viaduct.
176.6	Railroad Viaduct.
	THIRD DISTRICT.
256.6	Highway Viaduct.
270.9	Highway Viaduct.
274.5	Highway Viaduct.
293.3	Highway Viaduct.
300.7	Railroad Viaduct.
306.2	Highway Viaduct.
307.6	Highway Viaduct.
312.5	Railroad Viaduct.
332.6	Highway Viaduct.
	FOURTH DISTRICT.
347.5	Marceline, Gracia St. Viaduct.
351.1	Highway Viaduct.
380.7	Highway Viaduct.
427.2	Highway Viaduct.
427.8	Highway Viaduct.
	ST. JOSEPH DISTRICT.
24.9	Railroad Viaduct.

24. INDUSTRY AND OTHER TRACKS NOT ON SCHEDULE PAGE.

Name	Location	Capacity
	FIRST DISTRICT.	
Waterways Terminal (spur)	M.P. 9.7	72 cars
General Motors Plant	M.P. 14.5	Yard
Argonne National Laboratory Track	M.P. 22.8	60 cars
Lemont Refinery (spur)	M.P. 27.8	132 cars
Millsdale (spur)	M.P. 46.1	7 cars
Blodgett Ordnance Plant (spur)	M.P. 50.3	
Gorman (spur)	M.P. 61.9	7 cars
	SECOND DISTRICT.	
Dahinda, Stanolind (spur)	M.P. 163.9	17 cars
	FOURTH DISTRICT.	
Missouri Portland Cement Co.	M.P. 440.8	Yard
	ST. JOSEPH DISTRICT.	
Everett and Clark	M.P. 41.9	21 cars
Newby Spur	M.P. 43.9	6 cars

25. STATUTORY REGULATIONS.

IN ILLINOIS, it is lawful for the conductor to remove from the train, using no unnecessary force, any passenger who shall refuse, upon reasonable demand, to pay his lawful fare, or who shall upon the train or car use any abusive, vulgar, threatening, obscene or profane language thereon, or shall so conduct himself as to make his presence offensive or unsafe to passengers thereon; and when any passenger shall be guilty of disorderly conduct or use any obscene language to the annoyance and vexation of passengers, or play any game of cards or other games of chance for money or other valuable thing upon any railroad train, the conductor is authorized to stop his train at any place where such offense has been committed and eject such passenger from the train, using only the force which may be necessary to accomplish the removal, but before doing so shall tender to such passenger such proportion of the fare he has paid as the distance he then is from the place to which he has paid his fare bears to the whole distance for which he has paid his fare. Conductor may command the assistance of other employes of the railroad, or any of the passengers to assist in such removal.

IN MISSOURI, if any passenger shall refuse to pay his fare, or shall behave in an offensive manner, or be guilty of repeated violations of the rules of the company, it shall be lawful for the conductor of the train and the servants of the corporation, to put him and his baggage out of the cars, using no unnecessary force, at any usual stopping-place, or near any dwelling-house, as the conductor shall elect on stopping the train.

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

DR. GEO. S. HOPKINS, Chief Surgeon.....Topeka.

LOCAL SURGEONS

DR. T. L. HANSEN, 6 N. Michigan Ave.....Chicago.
DR. J. M. L. JENSEN, 6 N. Michigan Ave.....Chicago.
DR. WM. D. FITZGERALD, 5158 W. Madison St.....Chicago.
DR. R. D. KEARNEY, 6235 So. Kedzie.....Chicago.
DR. ADOLPH FALLER, JR., 7954 Stony Island Ave.....Chicago.
DR. HENRY MATTHEWS (Colored), 6252 S. Parkway..Chicago.
DR. LAWRENCE MANN, 616 Railway Exchange Bldg..Chicago.
DR. G. T. BUTTICE, 2136 South Indiana.....Chicago.
DR. E. J. MIRMELLI, 3814 S. Kedzie Ave.....Chicago.
DR. J. R. BERNIER, 1022 Argyle.....Chicago.
DR. CARL ROSS, 4280 Archer Ave.....Chicago.
DR. E. F. ADDENBROOKE, Dermatologist
25th Floor Conrad Hilton Hotel, 720 S. Michigan..Chicago.
DR. T. M. BURKHOLDER, Urologist.....Chicago.
DR. SAMUEL A. LIBERT.....Chicago.
DR. DANIEL W. OLIVIERI, 9450 S. Francisco.....Evergreen Park.
DR. C. E. WALLS, 505 N. Ridgeland.....Oak Park.
DR. T. J. BENTON.....Willow Springs.
DR. E. W. CAULDWELL.....Lemont.
DR. WM. A. MEADOWS & DR. E. A. ALBERS.....Lockport.
DR. ROBERT L. DEISS.....Lockport.
DR. JOSEPH DUFFY & DR. CHAS. W. HOFFMAN.....Joliet.
DRS. P. G. NICHOLSON & ROMAN P. SMYK.....Coal City.
DR. WARREN F. BREISCH.....Mazon.
DR. G. K. WILSON & DR. GEO. POWERS, JR.....Streator.
DR. EDWIN G. BARTON.....Streator.
DR. R. J. DAVIES.....Roanoke.
DR. J. I. WEIMER & DR. R. K. TAUBERT.....Pekin.
DR. MICHAEL SCHUBERT.....Toluca.
DR. IVAR E. DOLPH.....Chillicothe.
DR. H. G. JOHNSON & DR. F. Z. WHITE.....Chillicothe.
DR. DONALD D. BURROUGHS, (Surgical Consultant)..Peoria.
DR. ROBT. K. DEAN.....Peoria.
DR. J. B. BRONNY.....Williamsfield.
DR. S. M. HANAUER & DR. SIDNEY I. WALD.....Galesburg.
DR. JOHN LEE HOYT & DR. R. E. ICENOGLE.....Roseville.
DR. HENRY C. SCHOLER.....Monmouth.
DR. HAROLD L. BOCK.....Stronghurst.
DR. G. C. MCGINNIS & DR. H. L. SCHRIER.....Ft. Madison.
DR. GERALD H. EVERS & DR. GEO. J. MCMILLAN.....Ft. Madison.
DRS. F. R. RICHMOND, SR. & F. R. RICHMOND, JR.....Ft. Madison.
DR. R. L. FEIGHTNER (Surgery Consultant).....Ft. Madison.
DR. J. L. MCCONNELL.....Revere.
DR. B. F. HUTCHINSON - Osteopath.....Wyaconda.
DR. H. V. MOTT - Osteopath.....Wyaconda.
DR. FRANCIS TARVYDAS.....Edina.
DR. H. D. LEHR - Osteopath.....La Plata.
DR. J. J. WIMP.....Kirksville.
DR. R. A. DIVELBESS - Osteopath.....Bucklin.
DR. R. W. SMITH & DR. GEO. GARY.....Marceline.
DR. D. D. STUART.....Bosworth.
DR. E. L. BALES & DR. E. W. ALLEN.....Carrollton.
DR. R. E. HASKELL.....Norborne.
DR. E. E. GAY.....Richmond.
DR. W. B. SPAULDING.....Plattsburg.
DR. J. R. GREEN, SR. & DR. J. R. GREEN, JR.....Independence.
DR. J. H. RYAN & DR. S. E. SENOR.....St. Joseph.
DR. R. H. DUNHAM.....No. Kansas City.
DR. GRAHAM OWENS, 906 Grand.....Kansas City, Mo.
DR. R. D. IRLAND, Union Station.....Kansas City, Mo.
DR. E. G. KETTNER, 1103 Grand Ave.....Kansas City, Mo.
DR. D. FERGUSON (Colored), 1214 Vine.....Kansas City, Mo.
DR. B. Z. HIBBARD, 209 Plaza Bldg.....Kansas City, Mo.
DR. W. R. PETERSON (Colored), 2462 Brooklyn..Kansas City, Mo.
DR. K. L. SHIRMAN, 103 N. Elmwood.....Kansas City, Mo.
DR. M. V. LAING, DR. C. C. NESSELRODE,
DR. G. R. PETERS & DR. J. LAMY, 907 No. 7th.Kansas City, Kans.
DR. C. G. DAVIS, 905 No. 7th.....Kansas City, Kans.
DR. A. E. SILVERS, 1702 Southwest Blvd.....Kansas City, Kans.
DR. E. S. MILLER, 731 Ann.....Kansas City, Kans.
DR. W. D. FRANCISCO, Huron Bldg.....Kansas City, Kans.
DR. W. H. DYER (Colored), 434 Quindaro Blvd..Kansas City, Kans.
DR. K. C. HAAS, 1533 So. 21st.....Kansas City, Kans.
DR. J. D. HUFF, Huron Bldg.....Kansas City, Kans.
DR. H. L. LLOYD, 3200 Strong Ave.....Kansas City, Kans.
DR. W. D. HAWLEY.....Kansas City, Kans.

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

DR. D. J. BOLES (Eye Only), 55 East Washington...Chicago.
DR. HAROLD J. KOCH (Eye Only), 6235 S. Kedzie....Chicago.
DR. O. E. VAN ALYEA, 135 So. LaSalle St.....Chicago.
DR. W. G. ACKERMAN (Eye Only), 104 S. Michigan..Chicago.
DR. GEO. W. CARLIN.....Joliet.
DR. B. O. BENDIXEN.....Streator.
DR. P. R. MCGRATH (Eye Only), 409 W. Main St....Peoria.
DR. W. E. OWEN, 1242 Jefferson Bldg.....Peoria.
DR. GEO. K. SMART.....Galesburg.
DR. A. C. RICHMOND.....Ft. Madison.
DR. A. N. ALTRINGER, DR. W. P. BUNTING &
DR. J. S. KNIGHT, 305 W. 43rd.....Kansas City, Mo.
DR. W. R. EUBANK - Eye Specialist.....Kansas City, Mo.
DR. A. J. BAER - Eye Specialist.....Kansas City, Mo.
DR. C. E. HASSIG, Huron Bldg.....Kansas City, Kans.
DR. F. N. BOSILEVAC, DR. R. B. WILSON &
DR. C. H. STEELE, Brotherhood Bldg.....Kansas City, Kans.

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

LOCAL TIME INSPECTORS—ILLINOIS DIVISION.

JOHN E. HESS, 1536 West 47th St.....Chicago.
SVERRE MYRE, 5155 S. Kedzie Ave.....Chicago.
P. W. KIENZLER, 74-76 N. Chicago St.....Joliet.
W. H. KERR, 308 E. Main St.....Streator.
L. A. BIRKENBUSCH, 420 Court St.....Pekin.
F. E. LYNDS, 203 N. 2nd St.....Chillicothe.
C. W. HALLSTROM, South Cherry St.....Galesburg.
L. C. HARDY, 714 Ave. G.....Ft. Madison.
ALBERT ZURCHER.....Marceline.
J. E. POINTER.....Richmond.
W. G. HARDEN.....St. Joseph.
J. H. MACE CO. (H. L. Carter), Union Station..Kansas City, Mo.
E. C. GORDON, 4610 Troost.....Kansas City, Mo.
L. J. WITMER, 841 Minnesota Ave.....Kansas City, Kans.
REYNOLDS CO., 3010 Strong Ave.....Kansas City, Kans.
L. M. CONNOR, 3010 Strong Ave.....Kansas City, Kans.
ROSS LENTZ, 1506 So. 21st.....Kansas City, Kans.
R.L. METZ, 3221 Strong Ave.....Kansas City, Kans.
E. C. GORDON, 5514 Johnson Drive.....Mission, Kans.

CONDITIONAL STOPS SHOWN BELOW WILL BE MADE ONLY FOR REVENUE PASSENGERS.

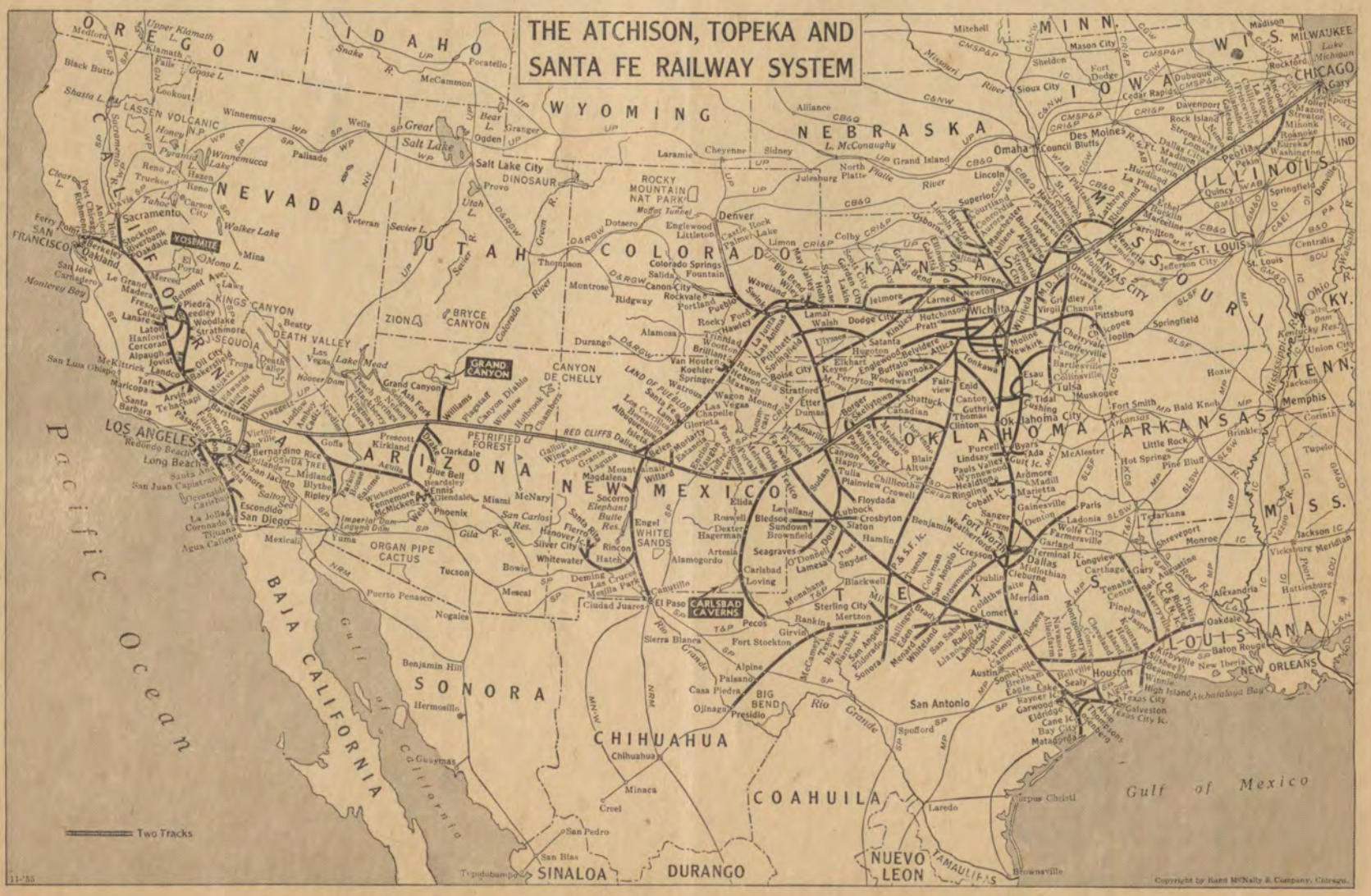
The term "beyond" refers to regular, flag or conditional stops authorized herein.

TRAIN	STOPS AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM
1-2	Streator, Chillicothe, Galesburg, La Plata, Marceline, Carrollton	Woodward, Canadian, Pampa, Amarillo, Hereford, Clovis, Fort Sumner, Vaughn, Belen and Scheduled stops Williams and beyond	Woodward, Canadian, Pampa, Amarillo, Hereford, Clovis, Fort Sumner, Vaughn, Belen and Scheduled stops Williams and beyond
6	Newton to Kansas City		Wichita and beyond
9	In Illinois	Kansas City and beyond	
	Verona, Dallas City		Chicago and beyond
10	East of Kansas City		Beyond Kansas City
	Ransom, Kinsman, Verona, Mazon, Toluca, Dallas City	Chicago and beyond	
11	Carrollton	Tulsa	
	East of Kansas City	Dodge City to Halstead inclusive	
	Newkirk	Oklahoma City and beyond	Wichita and beyond
12	Newkirk	Wichita and beyond	Oklahoma City and beyond
	East of Kansas City		Dodge City to Halstead inclusive
15	Marceline	Tulsa, Wichita and beyond	Chicago and beyond
	Newkirk	Oklahoma City and beyond	Wichita and beyond
16	Marceline		Wichita and beyond
17—18	Joliet	Scheduled stops in Arizona and California	Scheduled stops in Arizona and California
	Streator, Chillicothe, Galesburg	Scheduled stops in California	Scheduled stops in California
19—20	Streator, Chillicothe, Galesburg, La Plata, Emporia	St. John, Garden City, Lamar, La Junta and North, and Scheduled stops beyond La Junta	St. John, Garden City, Lamar, La Junta and North, and Scheduled stops beyond La Junta.
21—22	Streator, Chillicothe	Scheduled stops in California	Scheduled stops Albuquerque and beyond
	Galesburg	Lamy and Scheduled stops in California	Lamy and Scheduled stops Albuquerque and beyond
23—24	Between Kansas City and Wellington	Beyond Wellington	Beyond Wellington
123	In Illinois	Stations in Illinois and beyond Newton	Stations in Illinois
	Ft. Madison to Kansas City	Beyond Newton	
124	Newton to Kansas City		Beyond La Junta
	Kansas City to Chicago		Beyond Newton
	Carrollton Henrietta	Chicago and beyond	
211	Collinsville		Kansas City and beyond
	Olathe	Cherryvale and beyond	Chicago and beyond
212	Olathe	Chicago and beyond	Cherryvale and beyond

Attendants accompanying live-stock or other shipments, may be carried on the train handling shipment of which they are in charge, when provided with proper transportation.

E. L.

SANTA FE SAFETY FIRST

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

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