



THE ALTON RAILROAD COMPANY

"Safety Above Everything"



EASTERN DIVISION

TIME TABLE No. 25

Effective 12:01 a. m., Central Standard Time

SUNDAY, JANUARY 18, 1942

W. R. GALLOWAY, Jr., Superintendent

H. B. VOORHEES, Vice-President



*We WON'T
let him down*

MAYBE he is your son—who smiled so cheerfully when he boarded the troop train. Or maybe he is that serious young fellow who worked next to you. Or that happy-go-lucky boy of your neighbors.

Whoever he is, he's working hard and cheerfully, putting up with some real hardships to keep America the way it always has been and the way we want it to stay.

But he can't do his job unless the rest of us do ours. And for our part, we can say—we won't let him down.

We'll step up to our part in moving these vast quantities of

food and supplies—yes, and the vaster quantities of raw materials from which they are made. The railroads are equipped and organized to do this and at the same time take care of the other mass transportation needs of the nation.

The speed-up of the defense effort and the shifting of large freight movements from water to rail have increased the demand on railroads, but the railroads have successfully taken on each new assignment—and are stepping up their equipment to keep pace with future needs.

Since the fall of 1939, the railroads have added nearly 200,000

new and rebuilt cars—and more are being added every day.

Just one example—for months railroads have delivered an average of 5,000 carloads a day of materials at camps and other defense projects—with never a tie-up or a delay on account of rail transportation failure.

To keep this record clear—to meet the needs of America—is the firm resolve of the American railroads and the loyal army of more than a million railroaders. We have the plant. We have the man power. We have the skill and the ingenuity to do the transportation job that only the railroads can do. We won't let him down.

ASSOCIATION OF AMERICAN RAILROADS WASHINGTON, D. C.

MEDICAL AND SURGICAL SERVICE

COMPANY'S SURGEONS

| | |
|-----------------------|--|
| Chicago, Ill.— | DR. HARRY E. MOOK |
| Chicago, Ill.— | DR. G. T. JORDAN, Chief Oculist, 30 No. Michigan Blvd. |
| Brighton Park, Ill.— | DR. F. F. TROMBLY |
| Argo, Ill.— | DR. A. W. FRISBIE |
| Lemont, Ill.— | DR. EARL W. CAULDWELL |
| Lockport, Ill.— | DR. E. A. KINGSTON |
| Joliet, Ill.— | DR. A. L. SHEREFFLER |
| Dwight, Ill.— | DR. P. J. REYNOLDS |
| Wilmington, Ill.— | DR. CHAS. R. WILLSON |
| Gardner, Ill.— | DR. C. D. ALLISON |
| Streator, Ill.— | DR. R. SEXTON |
| Varna, Ill.— | DR. J. P. JOHNSON |
| Coal City, Ill.— | DR. PAUL G. NICHOLSON |
| Peoria, Ill.— | DR. JOHN F. SLOAN |
| Pekin, Ill.— | DR. W. A. BALOKE |
| Pontiac, Ill.— | DR. J. D. SCULLER |
| Chenoa, Ill.— | DR. F. M. BRYAN |
| Bloomington, Ill.— | DR. F. W. BRIAN |
| " | DR. H. O. DOLLEY |
| " | DR. W. W. GALLEY, Oculist |
| " | DR. H. B. WATKINS, Oculist |
| Atlanta, Ill.— | DR. R. L. IJAMS |
| Lincoln, Ill.— | DR. E. C. GAFFNEY |
| Springfield, Ill.— | DR. CHAS. L. PATTON |
| " | DR. J. F. DEAL, Oculist |
| Auburn, Ill.— | DR. S. P. HART |
| Girard, Ill.— | DR. E. E. BULLARD |
| Carlinville, Ill.— | DR. E. R. CHAMNESS |
| Alton, Ill.— | DR. HOMER W. DAVIS |
| Venice, Ill.— | DR. PAUL PERNWORTH |
| East St. Louis, Ill.— | DR. R. L. CAMPBELL |
| " | DR. H. C. KNAPP, Oculist |
| St. Louis, Mo.— | DR. C. O. C. MAX |
| " | DR. E. T. URBAN |

HOSPITALS

| | |
|---------------------|------------------------------|
| Chicago, Ill.— | St. Luke's Hospital |
| Chicago, Ill.— | St. Anthony DePadua Hospital |
| Joliet, Ill.— | St. Joseph Hospital |
| Bloomington, Ill.— | Brokaw Hospital |
| Lincoln, Ill.— | Deaconness Hospital |
| Springfield, Ill.— | St. John's Hospital |
| Alton, Ill.— | St. Joseph Hospital |
| Granite City, Ill.— | St. Elizabeth's Hospital |
| Streator, Ill.— | St. Mary's Hospital |
| Peoria, Ill.— | St. Francis Hospital |

When passengers or employees are injured, Station Agent, Conductor or any official present, will at once notify the nearest Company surgeon, and if deemed necessary, may call the most available surgical aid to serve until his arrival, which will be sufficient authority for visiting an injured employee or passenger.

The surgeons of this Company are so selected as to warrant confidence in their ability, and are so located as to be reasonably accessible. No other surgeons will be expected, at Company's expense, to perform more than temporary service, or until the arrival of Company surgeon, who will take charge, except in such cases where delay would be dangerous to the injured person or persons. The acceptance of the aid of a Company surgeon is entirely optional with the injured, who may, if desired, select, at their own expense, other medical or surgical attention.

When trespassers are injured, they should be sent to their homes or placed in charge of the local city or village authorities, and no expense incurred on the part of this Company through such persons being treated by Company or other surgeon.

DIVISION STAFF

SUPERINTENDENT
W. R. GALLOWAY, Jr.

TRAIN MASTER
B. V. BODIE

ASST. TRAIN MASTER
L. C. PEDDICORD

CHIEF TRAIN DISPATCHER
E. E. SUTTON

ASST. CHIEF TRAIN DISPATCHER
T. J. NEVIN

TRAIN DISPATCHERS

E. D. MILLS
J. I. STALEY
H. F. WILSON

A. J. DENMAN
R. C. BERTRAND
E. D. LAKIN

F. E. PFEIFFER
J. C. WIENAND
J. E. SYMONS

DIVISION ENGINEER
M. D. CAROTHERS

ASS'T DIVISION ENGINEER
E. M. UNZICKER

MASTER MECHANIC
C. W. ESCH

ROAD FOREMEN OF ENGINES
J. J. SIEGFRIED

L. E. GROVE
1315 N. Fell Ave., Bloomington, Ill.
Claim Agent, Bloomington to Chicago and Dwight Branch

B. A. STURDEVANT
913 Williams Blvd., Springfield, Ill.
Claim Agent, Bloomington to St. Louis and P & N Line

SPECIAL INSTRUCTIONS

1. SUPERIORITY OF TRAINS

On single track northward trains are superior to southward trains of the same class.

2. LOCATION OF STANDARD CLOCKS

| | |
|--|---|
| Chicago, Union Station | Ridgely, Yard Office and Round House Office |
| Glenn | Springfield, Telegraph Office |
| South Joliet, Tower and Round House Office | Alton, Freight Station |
| Dwight | Venice, Yard Office |
| Washington | St. Louis, Union Station |
| Bloomington, Target Shanty, Round House, Yard Office | Peoria Round House |

LOCATION OF WATCH INSPECTORS

H. C. Bern, Chicago
J. A. Kass, Chicago
B. E. Lasher, Chicago
F. Lorenz, Chicago
Pugh Bros., Chicago
A. P. Liakas, Chicago
H. G. Yahn, Joliet
E. B. Lewis, Dwight
W. L. Carew, Streator
C. I. Josephson, Peoria
Chas. Miller, Bloomington
Collins Co., Springfield
Goulding & Son, Alton
Zerweek Jewelry Co., East St. Louis
R. P. Wiggins, St. Louis

3. REGISTER AND BULLETIN BOARD STATIONS

Registers

| | |
|--|-------------------------------|
| Chicago, Union Station | Sherman (P. & N. Line Trains) |
| Lincoln St. | Ridgely |
| Glenn (Freight trains) | Iles |
| South Joliet | Godfrey |
| Mazonia | Alton |
| Washington | Venice |
| Bloomington, Target Shanty and Yard Office | St. Louis, Union Station |

All trains not scheduled to stop will register by ticket.

Stations at which trains start and terminate are registering points for such trains.

Bulletin Boards

| | |
|---|---|
| Chicago, Union Station | Shanty and Round House and Engineers' Rest Room |
| Lincoln St. | Ridgely, Yard Office and Round House |
| Glenn, Yard Office and Round House | Springfield, Telegraph Office, |
| Joliet, Passenger Station | Alton, Freight Station |
| South Joliet, Yard Office and Round House | Venice, Yard Office and Round House |
| Dwight, Passenger Station | Peoria, Round House |
| Bloomington, Crew Dispatchers Office, Yard Office, Target | East Peoria, Yard Office |

4. FORM 205—CLEARANCE CARD

When a train is stopped by Train Order Signal as prescribed by Rule 221(a) or Rule 221(b), it will require a Clearance Card in addition to any orders received.

In addition to above and Rule 83(a) clearance cards are required at the following points: St. Louis (Union Station); Wann (Eastern Division northbound freight trains); Alton (All Trains); Godfrey (Western Division Trains); South Joliet (Freight Trains); Chicago (Union Station).

Western Division westbound first class trains will require clearance card at Springfield and will not be required to secure clearance at Iles.

Southward trains from Subdiv. 4 will not be required to secure a Clearance Card at Sherman.

Northward freight trains via Subdiv. 4 will require clearance card at Sherman.

Scheduled and Extra freight trains and yard engines may

move between Iles and Sherman without orders or Clearance Card, clearing superior trains as required by rules.

5. SPEED RESTRICTIONS

LIMITS

| | CLASS OF SERVICE | | |
|---|------------------------------|---|---|
| | Passenger and Express Trains | Passenger Trains Handled by Freight Engines and Fast Freight Trains | Slow Freight Local Pickup and Work Trains |
| Chicago and St. Louis..... | 75 | 45 | 30 |
| South Joliet and Mazonia, via Pequot Line | 75 | 45 | 30 |
| Dwight and Washington..... | 30 | 30 | 30 |
| Sherman and Peoria..... | 30 | 30 | 30 |
| Bridgeport Bridge, through interlocking | 20 | 20 | 20 |
| Corwith, through interlocking..... | 40 | 40 | 30 |
| Joliet; Fifth Ave., to Cass St., northward | 20 | 20 | 20 |
| Cass St., to Union Station, passenger main, southward..... | 20 | 20 | 20 |
| Cass St., to Fifth Ave., freight main.. | 20 | 20 | 20 |
| Union Station, through interlocking... limits, South Joliet, passenger main. | 40 | 30 | 25 |
| South Joliet, through interlocking limits, northward..... | 40 | 30 | 25 |
| Zarley's Hill, south of South Joliet, reverse curves, northward..... | 60 | 45 | 30 |
| Mazonia: Northward to main line..... | 40 | 35 | 30 |
| To and from Pequot Line..... | 20 | 20 | 20 |
| Dwight, through town..... | 45 | 45 | 30 |
| Pontiac, curve at "DY" tower..... | 60 | 45 | 30 |
| Atlanta, curve through Atlanta, southward..... | 60 | 45 | 30 |
| Sherman, northward trains to P. & N. line, through junction switch..... | 15 | 15 | 15 |
| Ridgely, south end yard, through interlocking limits..... | 35 | 25 | 25 |
| Springfield: Between Laurel St., and N. Grand Ave..... | 25 | 20 | 20 |
| Between Laurel St., and N. Grand Ave., running against current of traffic.... | 10 | 10 | 10 |
| Rinaker, spring switch, southward..... | 40 | 35 | 30 |
| Plainview, spring switch, northward.... | 40 | 35 | 30 |
| Godfrey: Northward from cut-off..... | 60 | 35 | 25 |
| Southward to cut-off..... | 40 | 30 | 30 |
| To and from Godfrey line via cut-off | 15 | 15 | 15 |
| Wann: Northward trains through interlocking plant..... | 30 | 25 | 25 |
| Wood River: Northward over Illinois Terminal crossing..... | 40 | 40 | 40 |
| Lenox, through interlocking limits..... | 35 | 35 | 35 |
| Venice Crossing: Through puzzle switch | 5 | 5 | 5 |
| Lenox: Via diverging route through puzzle switch..... | 5 | 5 | 5 |
| Granite City: Through interlocking plant via joint track, under control, not to exceed..... | 30 | 30 | 30 |
| Granite City: Through interlocking plant via St. Louis Merchants Bridge Terminal..... | 10 | 10 | 10 |
| Between Granite City and Bridge Junction..... | 35 | 25 | 25 |
| N. Y. C. crossing (2.3 miles north of Streator)..... | 20 | 20 | 20 |
| State Route, one mile west of Streator... | 5 | 5 | 5 |
| Varna and Lacon..... | 30 | 30 | 30 |
| Between La Rose and Washburn, MP 123 | 25 | 25 | 25 |
| Bridge B-1725, two miles north of Green Valley..... | 25 | 12 | 12 |
| Bridge B-1951, 1.7 miles north of Mid-dletown..... | 25 | 12 | 12 |
| I. C. Crossing at Green Valley..... | 20 | 20 | 20 |
| Through Turnouts, Crossovers, In and Out Sidings..... | 15 | 15 | 15 |
| Engines running backward on tangent.. | 20 | 20 | 20 |
| Engines running backward on curves.... | 15 | 15 | 15 |

SPECIAL INSTRUCTIONS—Continued.

5. SPEED RESTRICTIONS—Continued.

Trains handling dead engines WITHOUT SIDE RODS will not exceed a speed of 20 miles per hour.

Trains, the make-up of which includes dead engines, will not exceed a speed of 25 miles per hour.

Six-wheel switch engines, 15 miles per hour.

Trains handling derrick cars, steam shovels and similar pivoted machinery as well as pivoted machines shipped on their own wheels must run at reduced speed to not exceed fifteen (15) miles per hour unless given special written instructions by Chief Dispatcher to exceed this speed. This does not apply to trains handling the company's steam wrecking derricks.

Trains handling steam wrecking derricks must not exceed speed of thirty miles per hour on straight and level track, twenty-five miles per hour on light curves and grades and twenty miles per hour on heavy curves and grades.

When trains are moving against current of traffic they will not exceed a speed of thirty (30) miles per hour while passing over facing point switches not interlocked, and 20 miles per hour through villages and towns.

Portable caution signals will be used for slow orders in effect from one to thirty days. The slow board will be set approximately (1) one mile from the point where speed restriction is effective. Resume speed signal will be placed at end of each portion of restricted track.

Yard movements and all trains moving in both directions between San Jose and Peoria Line Yard at San Jose, must be under full control and can only move as the way is seen and known to be clear.

All northward P. & N. line trains must approach P. & N. Jet. at restricted speed expecting to find trains turning out on or off either Wye P. & N. line San Jose—this does not relieve trains using these Wyes from using precaution in protecting their trains in accordance with Rule 99.

Derrick will not be run without permission on Lacon Branch of Sub-Division 3.

The following definitions will be observed:

NORMAL SPEED—The maximum speed permitted by time-table for main track movements.

MEDIUM SPEED—One-half the normal speed, not to exceed thirty (30) miles per hour.

SLOW SPEED—One-quarter the normal speed, not to exceed fifteen (15) miles per hour. (This definition does not supersede nor modify instructions 5 in time-table.)

RESTRICTED SPEED—Proceed not to exceed ten (10) miles per hour prepared to stop short of train, obstruction, or anything that may require the speed of a train to be reduced.

6. BRAKEMEN, FLAGMEN AND FLAGGING

Rule 93 of "Book of Rules" changed in part to read as follows:

"Yard engines and other trains have the right to work within yard limits regardless of second class, third class and extra trains, but must clear first class trains.

"All second class, third class and extra trains will reduce speed in passing through yard limits, and proceed only as the way is seen or known to be clear. In case of accidents the entire responsibility rests with the approaching train. Crews in charge of trains or yard engines using siding or yard tracks at any point must proceed only as the way is seen or known to be clear, and know switches are properly lined for their movement before fouling them."

"In addition to other rules for the protection of trains it is required of men in charge of trains occupying main tracks within yard limits that they protect their trains during fogs, storms and other bad conditions, as well as where the curvature is sharp and view thereby obstructed, and they will be held responsible for failure to exercise reasonable precaution in thus protecting their trains.

"Trains or yard engines must not be run against current of traffic within yard limits, except in emergency, and then only on proper authority and Detour Order, Form 216."

Rule 99 is changed to read:

"When a train stops under circumstances in which it may be overtaken by another train the Flagman must go back immediately with Flagman's signals a sufficient distance to

insure full protection, placing two torpedoes, and when necessary, in addition, displaying lighted fuseses.

Should a train be seen or heard approaching before the Flagman has reached the required distance, he will, at once, place two torpedoes on the rail, continuing in the direction of the approaching train, and at night or during foggy or stormy weather, carry a lighted fusee.

When Signal 14(d), or 14(e), has been given to the Flagman and safety to the train will permit, he may return. When the conditions require, he will leave the torpedoes and a lighted fusee.

The front of the train will be protected in the same way, when necessary, by the front trainman, and when he is not available, by the fireman.

When a train is moving under circumstances in which it may be overtaken by another train the Flagman must take such action as may be necessary to insure full protection. By night, or by day, when the view is obstructed, lighted fuseses must be thrown off at proper intervals.

When day signals can not be plainly seen, owing to weather or other conditions, night signals must also be used.

All except first class trains must approach watering and coaling stations under control so it will not be possible for them to strike any train at those points. The entire responsibility in such cases rests with the approaching train. During fogs, storms and other bad conditions, as well as where the curvature is sharp and view obstructed, crews of trains at watering and coaling stations will be expected to exercise reasonable precaution and will be held responsible for the proper protection of their trains."

Conductors and Enginemen are responsible for the protection of their trains.

Flagman's Signals:

Day signals—A red Flag.
Torpedoes and Fuseses.

Night signals—A red light
A white light
Torpedoes and Fuseses

Rule 11 of the Book of Rules is changed to read as follows:

"A train finding a fusee burning on or near its track must stop and extinguish the fusee, and then proceed with caution, prepared to stop short of train or obstruction."

Rule 15 of the Book of Rules is changed to read as follows:

"The explosion of two torpedoes is a signal to reduce speed and look out for a train ahead or obstruction. The explosion of one torpedo will indicate the same as two, but the use of two is required."

When a train is moving under the protection of a flag the instructions to the Flagman must be in writing.

During the night or unfavorable weather conditions, when the engine is detached from train, with or without cars, a trainman must be stationed at, or a red light conspicuously placed on, the head car of the rear portion of train to mark the location of the same so engine or head end will not be backed into it.

7. EXPLOSIVES

Cars loaded with inflammable articles, acids, dynamite, powder and other explosives, and oil tanks, loaded or empty, will be handled in accordance with Bureau of Explosive Pamphlets Nos. 8 and 9, and supplements thereto.

8. EXTRA TRAINS

Extra trains may run ahead or between sections of third class trains.

Extra trains will not require running orders on double track, but must not leave initial point until furnished clearance card.

9. FIXED SIGNALS

GRADE SIGNAL. A yellow disc showing the letter "G" displayed to the right of an automatic block stop and proceed signal mast modifies automatic block signal restrictions both night and day. A train encountering a Grade Signal with the automatic signal indicating STOP, may proceed without stopping at restricted speed not exceeding ten (10) miles per hour to the next automatic block signal in advance in the direction in which the train is moving prepared to stop short of train,

SPECIAL INSTRUCTIONS—Continued.

obstruction or anything that may require the speed of a train to be reduced.

Rule 227 is revised to read—"On single track when a train is stopped by an automatic block, stop and proceed signal, it may proceed when a proceed indication is displayed. If a proceed indication is not displayed and there are no train orders or time table restrictions affecting its movement it may, after waiting one minute, proceed at restricted speed not exceeding ten (10) miles per hour to the next automatic block signal in advance in the direction in which train is moving expecting to find a train in the block, broken rail, obstruction or switch not properly set."

Rule 27 is revised to read as follows: "A signal imperfectly displayed, or absence of signal at place where signal is usually shown, must be regarded as most restrictive indication that can be given by that signal, except where light is not burning on automatic semaphore block signal, trains must be governed at night by day indication. If signal can be plainly seen to be displaying a "proceed" indication, trains will not be required to stop. Where light is not burning on a color light signal, signal will be observed as displaying its most restrictive indication. When sufficient lights in a color-position light signal are displayed to determine correct indication of signal such indication will govern."

Rule 221(b) will govern position of train order signals on Sub-divisions 1 and 2.

Lights on train order signals will be extinguished during hours station is closed.

The normal position of northward arm train order signal at Iles will be Proceed; the southward arm Stop.

Enginemen will call aloud to each other the indication of all fixed signals.

AUTOMATIC TRAIN CONTROL STOP SYSTEM

1. Train control stop system is in service between Normal and north end Glenn Yard, as designated by signs.

2. Road engines operating between these points must have train control stop device in working order.

When necessary to cut out train control enroute, passenger trains reduce speed to 45 miles per hour, freight trains 35 miles, to first open telegraph office, where they will stop and report to dispatcher for instructions. If unable to communicate with dispatcher, proceed at the above mentioned speed.

3. Enginemen must not forestall application until after signal indication has been observed and obeyed.

4. Enginemen forestall application passing over track magnet in back-up moves against current traffic, and running forward pushing cars.

5. Test magnets are located at Lincoln Street Chicago, Glenn, South Joliet, Bloomington, Venice, St. Louis and Kansas City.

6. Enginemen must receive acknowledging indication on magnet inbound, and a stop on each of the two outbound magnets before leaving terminal.

7. If engine does not respond to magnets, engineer report same to roundhouse foreman.

8. When brake application occurs, it must be allowed to continue until train stops, enginemen will release brakes by operating release valve.

RAILROAD CROSSINGS

| Stations | Crossings and Junctions | Type of R.R. Crossing Protection |
|------------------------------------|--------------------------|----------------------------------|
| Chicago | South Branch Bridge. | Interlocking |
| Chicago (Ft. Wayne Jet.) | Penna | Interlocking |
| Bridgeport Bridge.. | I. C., A. T. & S. F.... | Interlocking |
| Brighton Park | C. J., Penna. | |
| | B. & O. C. T. | Semaphore |
| Corwith | A. T. & S. F. | Interlocking |
| LeMoynes | B. R. C. | Interlocking |
| Argo | B. & O. C. T., I. H. B. | Interlocking |
| Joliet | C.R.I. & P., A.T. & S.F. | |
| | M. C. | Interlocking |
| So. Joliet | Alton R. R. Jet. | Interlocking |
| Plaines | A. T. & S. F. Jet. . . . | Interlocking |
| Piquet | A. T. & S. F. | Interlocking |
| Dwight | N. Y. C. | Interlocking |

| Stations | Crossings and Junctions | Type of R.R. Crossing Protection |
|---|--|----------------------------------|
| N. Y. C. Crossing 2.3 miles north of Streator | N. Y. C. | Automatic Interlocking |
| Streator | A. T. & S. F. | Semaphore |
| Streator | N. Y. C., C. B. & Q... | Interlocked Gates |
| Wenona | I. C. | Grade |
| Washington | T. P. & W. | Grade |
| Pontiac | I. C., Wabash. | Interlocking |
| Chenoa | T. P. & W. | Interlocking |
| Normal | I. C. | Interlocking |
| Bloomington | C.C.C. & St.L., N.K.P. | Color position light |
| Atlanta | Penna | Interlocking |
| Athol | I. C., Ill. Terminal.. | Interlocking |
| Lincoln | I. C. | Interlocking |
| Sherman | Alton R. R. | Interlocking |
| Ridgely | C. & I. M. | Interlocking |
| East Springfield. . . . | Wabash | Semi-Automatic Interlocking |
| Springfield (E. Grand Ave.) | B. & O., I.C., C. & I.M. | Interlocking |
| Springfield | B. & O. | Semaphore |
| Iles | Wabash | Interlocking |
| Auburn | C. & I. M. | Interlocking |
| Girard | C. B. & Q. | Interlocking |
| Brighton | C. B. & Q. | Interlocking |
| Godfrey | Alton R. R. Jet. | Interlocking |
| Alton, Henry St. | M. & I. B. & B. | Interlocking |
| Wann | C. C. C. & St. L. | Interlocking |
| North Wood River. . . | Ill. Terminal | Interlocking |
| Lenox | C. C. C. & St. L. | Interlocking |
| Granite City | Ill. Terminal | Interlocking |
| Venice Crossing | Southern Ry. | Grade |
| Bridge Junction. . . . | N.K.P., WAB., A. & E. | Grade |
| East St. Louis. | C. B. & Q. | Grade |
| Pekin | C. C. C. & St. L., A. T. & S. F. | Interlocking |
| Green Valley. | I. C. | Automatic Interlocking |
| New Holland | I. C. | Grade |

10. SPACING TRAINS

All inferior trains must clear the time of numbers 1, 2, 3, 4, 18 and 19, five (5) minutes in advance of the time these trains are due to leave the next station in the rear where time is shown.

In addition to showing scheduled meeting or passing stations in full faced type, the time of trains running in same direction will appear in full faced type at first station where such schedules are 10 or less minutes apart.

Manual block system is in effect between Fort Wayne Junction and Brighton Park; also Granite City and Bridge Junction on Alton southward main; and manual positive block between Pekin and Grove.

Automatic block signals are in effect between Railroad Crossing, Brighton Park, and Rinaker (except on southward main from 125 feet north of B. & O. crossing, Springfield, to Signal 207); Plainview to Godfrey; Wann to Granite City on southward track; Wann to Bridge Junction on northward track; Mazonia to Plaines.

Centralized traffic control is in effect South Joliet Tower to Plaines, Rinaker to Plainview and Godfrey to Wann.

Automatic Signals are provided for station and curve protection between Godfrey and Wann via Alton.

Rule No. 91-A—In automatic block signal territory not protected by train control device, at open telegraph and block stations, train order signal will be displayed at "Stop" position immediately after passage of a passenger train, and "Proceed" signal must not be displayed to following train until ten minutes have elapsed after passage of preceding train.

Between Sherman and Pekin and between Dwight and Washington, unless otherwise provided, an absolute block will be maintained behind all trains carrying passengers at all times and in all places, except that when a train carrying

SPECIAL INSTRUCTIONS—Continued.

passengers passes a train at a non-train order station and there is no telephone communication from that siding to a train order station, the train so passed will wait ten minutes after the passage of the train carrying passengers and may then proceed with caution, provided its superiority permits, until the next open train order station in advance is reached. If telephone communication is had from the siding, the train which is passed will not again occupy the main track until released by verbal instructions on the phone by the train order station in the direction in which the passenger train is moving.

11.

Following is schedule of Baltimore and Ohio passenger trains at Springfield passenger station.

No. 41, daily (except Sunday), 9:30 A.M.
No. 40, daily (except Sunday), 5:20 P.M.

These trains use Alton R. R. main tracks between passenger station and Third Street Wye, with right of first class trains, but must secure permission from Yardmaster or Operator to enter Alton main track.

12

TELEPHONES

Following is list of dispatchers' telephones for use in case of emergency:

Willow Springs. Box on pole west side of tracks.
Lambert. Booth east side tracks.
Lemont. Box on north side station.
Romeo. Box on post west side tracks.
Lockport. Shanty, second street west side tracks.
Elwood. Box on pole west side of track north leg Stone Siding.
M.P. 50. Box on post west side of track north leg Webster Siding.
M.P. 50.6. Box on post west side of track opposite north leg Porter Siding.
Hitt Siding. Box on pole west side tracks.
Northern Illinois Coal switch north of Braidwood. Box on pole.
Lexington. Box on pole west side tracks, near water tank.
Funks Grove. Box on north side of station.
Lawndale. Box on front of station.
Griggs. Box on pole west side tracks at water tank.
Williamsville. Box on pole south of depot.
Ridgely. North end Yards, Scale House.
Virden Coal chute. Box on post east side tracks.
Carlinville. First telegraph pole south of station.
Rinaker. Box on post west side tracks at end of double track.
Macoupin. Box on post east side tracks.
Alton—College Avenue. Box on post east side of track.

13. AIR BRAKES, HAND BRAKES, TESTING, ETC.

(a) Form 1118-D-Rev. 1, Instructions governing the Operation of Air Brakes, Train Air Signal Equipment and Electric Lighting of Locomotives and Passenger Cars, in full force and effect except Articles 104 and 105 are amended in part to read as follows:

(b) At points where engine crew or train crew is changed, only, without the locomotive being detached from the train or any change in the make-up of the train, the inbound engineer on arrival at the terminal, and after making stop of his train, will make a 30 pound service reduction of the brakes, leaving the brakes set; the flagman will then move from the rear end of the train to the head end of the train to note if brakes are applied, and if found applied on arrival at the locomotive he will request the outbound engineer to release the brakes and then return to the rear of the train inspecting brakes on each car, and if all brakes are released he will give signal to the head end so indicating, which will constitute a terminal test of the brakes.

When there is any change in the make-up of the train, or the locomotive has been detached for any reason, a complete terminal test will be made in accordance with the rules.

(c) Designated Repair points: Glenn, South Joliet, Bloomington, Ridgely and Venice.

(d) Crews picking up cars standing on a descending grade must first ascertain sufficient brakes are set to hold cars in event coupling is missed. Likewise crews leaving cars spotted or standing on a descending grade must be sure all hand brakes are properly set to hold cars.

14.

WATER AND FUEL

15. OPERATING TRAINS BY SIGNAL INDICATION PEKIN TO GROVE

Train movements between Pekin Tower and P. & P. U. Junction, Grove, are governed by positive block, controlled by P. & P. U. Dispatcher at Illinois River Bridge, Peoria, and Towerman at Pekin Tower.

Train rights conferred by time table or book of rules between these points are void, and all train movements will be governed by signal indication.

Clear Train order signal displayed at Pekin Tower for northward trains confers right Pekin to Grove.

Clear signal displayed at Grove for southward trains confers right to Pekin Tower.

When a southward train is stopped by a signal indicating "stop" at Grove, the Conductor or Engineer will communicate with the Peoria & Pekin Union train dispatcher for further instructions.

No reverse movements will be made without flag protection. All flagging rules for protection of trains will remain in effect.

Trains having work to do must obtain permission from Towerman at Pekin, for northward trains and from Dispatcher at Peoria, for southward trains, before entering the block in which work is to be done.

When northbound train takes siding in North Yard Pekin or otherwise clears main track it must not again enter block or foul main track without permission of block operator. Pekin. Telephone has been provided at north switch for that purpose.

If, for any reason, it is necessary to double train to P. & P. U. tracks at Grove leaving any on Alton main track, Conductor must promptly call dispatcher at Illinois River Bridge Tower, Peoria, on 'phone and advise him that block is not clear and also protect against opposing trains until entire train is clear of Alton main track.

Telephones have been provided at signal bridges on P. & P. U. tracks in accordance with Bulletin issued by that Company to be used by trainmen in conferring with dispatcher in case of delay or trouble.

RINAKER TO PLAINVIEW

Train movements single track between Rinaker and Plainview are governed by system of signals remotely controlled from Plainview.

Train rights conferred by time table or book of rules between Rinaker and Plainview are void and trains will be governed by signal indication.

When a train encounters an Absolute Stop Signal indicating "STOP" at Plainview or Rinaker and cause is not apparent, Conductor or Engineer must at once communicate with operator at Plainview for further instructions. Telephone provided at Rinaker near Absolute Stop Signal for purpose of communication from that point.

An Absolute Stop Signal must not be passed until permission to pass is obtained from operator at Plainview or dispatcher and, if all means of communication have failed, train may then proceed under protection of flag to next signal displaying clear indication, or to end of double track.

Intermediate automatic signals located between Rinaker and Plainview will be regarded as STOP and PROCEED signals and will be observed in accordance with Rule 227 as revised on Page 6 of current Time Table.

Trains desiring to use main line switch leading to business track, Macoupin, must first receive permission from operator at Plainview, and in switching of cars in every case must leave one car on the main track. Trains are not permitted to take siding at Macoupin for other trains except in emergency and then only by authority of superintendent.

SPECIAL INSTRUCTIONS—Continued.

Nothing in these instructions is to be construed as relieving trainmen from protecting train, as per Rule 99 of Operating Rules.

SOUTH JOLIET TO PLAINES

Train movements between South Joliet and Plaines are governed by system of signals remotely controlled from South Joliet Tower.

Train rights conferred by time table or book of rules in this territory are void and all movements are governed by signal indication.

When a train encounters an absolute stop signal indicating "stop" and cause not apparent, the Conductor or Engineer must communicate with the Towerman, South Joliet, for further instructions.

Absolute stop signals must not be passed until permission is obtained from Towerman at South Joliet, and if all means of communication fail train may then proceed under protection of flag to next signal displaying proceed indication.

Trains or engines desiring to enter main track at west end South Joliet yard will call Towerman by phone to secure signal.

Trains or engines clearing main track must not again open main line switch without first obtaining permission from Towerman, South Joliet.

Telephones are located near all signals and main line switches.

These instructions in no way relieve trainmen from protecting their train as per Rule 99.

GODFREY TO WANN

Train movements between Godfrey and Wann, via cut-off, are governed by color position light automatic block signals.

Train rights conferred by Time-table or Book of Rules in this territory are void and all movements are governed by signal indication.

The northward semi-automatic high and low signals at the Wann interlocking plant and the southward semi-automatic high and low signals at Godfrey interlocking plant governing movements through the cut-off are co-ordinated with this signal system.

Telephones connected with Wann and Godfrey are in service at each signal location between these two points and when a train encounters an absolute stop signal a member of the train crew must call the operator at either Godfrey or Wann for instructions and operate the train accordingly. If all means of communication fail, train may proceed under full flag protection to next signal in advance displaying proceed indication.

Trains operating in this territory are only permitted to make reverse movements under signal indication or full flag protection. To make a reverse movement by signal indication train will move to a point clear of the next opposing signal in advance, call the operator at either Wann or Godfrey advising reverse move to be made. If operator grants permission to make the reverse move train will then move by signal indication.

These instructions in no way relieve trainmen from protecting their train as per Rule 99.

16. JOINT OR SPECIAL USE OF TRACKS

Trains will operate under Chicago Terminal time table between Ft. Wayne Junction and Argo.

Rules of the Union Station Company govern operation of trains and engines using the Chicago Union Station Company tracks and tracks under its jurisdiction between 22nd Street on the south and Western Avenue on the north.

Trains will use the tracks of the Peoria & Pekin Union Railway between Grove and Peoria, and be governed by rules and regulations of that Company.

Unless otherwise ordered the passing track at South Yard Pekin will be the meeting and passing points for all trains.

Account of curvature 4300 class engines are not permitted to go in on track No. 8 at the Wilmington Paper Mill. When work is to be done on this track enough cars should be held onto to keep the engine from going in on the track.

Between Wann and Bridge Junction the tracks of the Alton R. R. and C. C. & St. L. Ry. are jointly used as double track, and the movement of trains will be governed by the joint Book of Rules.

Trains that use the tracks of T.R.R.A. of St. L. between Granite City or Bridge Junction and St. Louis will be governed by rules and regulations of that company.

Between Plaines and Pequot the tracks of Alton R. R. and the Santa Fe R. R. are jointly used as double track and the movement of trains will be governed by Special Rules.

17.

MAIL.

18. TRAIN ORDER STATIONS—IRREGULAR HOURS

Stations open less than 24 hours

| | | |
|----------------------|---------------|----------------|
| *Summit | 7:00 A.M. to | 4:00 P.M. |
| *Lemont | 7:00 A.M. to | 4:00 P.M. |
| *Lockport | 7:00 A.M. to | 4:00 P.M. |
| *Elwood | 7:00 A.M. to | 3:00 P.M. |
| | 11:00 P.M. to | 7:00 A.M. |
| *Wilmington | 7:00 A.M. to | 4:00 P.M. |
| *Braidwood | 7:00 A.M. to | 4:00 P.M. |
| *Gardner | 7:00 A.M. to | 4:00 P.M. |
| Dwight | 6:00 A.M. to | 2:00 P.M. |
| | 5:30 P.M. to | 1:30 A.M. |
| *Odell | 7:00 A.M. to | 4:00 P.M. |
| *Pontiac DY Tower | 8:00 A.M. to | 4:00 P.M. |
| (Leverman only) | 4:00 P.M. to | 12:00 Midnight |
| *Lexington | 6:15 A.M. to | 3:15 P.M. |
| *Towanda | 6:00 A.M. to | 3:00 P.M. |
| *Blackstone | 8:00 A.M. to | 5:00 P.M. |
| *Streator | 8:00 A.M. to | 5:00 P.M. |
| *Wenona | 8:00 A.M. to | 5:00 P.M. |
| *Varna | 8:00 A.M. to | 5:00 P.M. |
| *Lacon | 8:00 A.M. to | 5:00 P.M. |
| *LaRose | 8:00 A.M. to | 5:00 P.M. |
| *Washburn | 8:00 A.M. to | 5:00 P.M. |
| *Low Point | 8:00 A.M. to | 5:00 P.M. |
| *Metamora | 8:00 A.M. to | 5:00 P.M. |
| *Washington | 8:00 A.M. to | 5:00 P.M. |
| *Shirley | 7:30 A.M. to | 4:30 P.M. |
| *McLean | 7:30 A.M. to | 4:30 P.M. |
| *Lawndale | 7:30 A.M. to | 4:30 P.M. |
| Lincoln | 7:00 A.M. to | 3:00 P.M. |
| | 3:00 P.M. to | 11:00 P.M. |
| *South Lincoln Tower | 7:00 A.M. to | 3:00 P.M. |
| (Leverman only) | 3:00 P.M. to | 11:00 P.M. |
| *Broadwell | 7:00 A.M. to | 4:00 P.M. |
| *Elkhart | 7:00 A.M. to | 4:00 P.M. |
| *Williamsville | 7:00 A.M. to | 4:00 P.M. |
| *Sherman | 7:00 A.M. to | 3:00 P.M. |
| | 11:00 P.M. to | 7:00 A.M. |
| *Chatham | 7:00 A.M. to | 4:00 P.M. |
| *Auburn | 7:30 A.M. to | 4:30 P.M. |
| *Virden | 7:30 A.M. to | 4:30 P.M. |
| *Nilwood | 7:30 A.M. to | 4:30 P.M. |
| *Carlinville | 7:40 A.M. to | 4:40 P.M. |
| *Shipman | 7:00 A.M. to | 4:00 P.M. |
| *Alton | 6:30 A.M. to | 3:30 P.M. |
| *Fancy Prairie | 7:00 A.M. to | 4:00 P.M. |
| *Middletown | 7:00 A.M. to | 4:00 P.M. |

* Daily except Sunday.

19. MAXIMUM WEIGHT LIMITS—CARS

20. RESTRICTION AT RAILROAD CROSSINGS AND DRAWBRIDGES

EXTRACT FROM ILLINOIS STATE LAWS

"All trains running on any railroad in this State when approaching a crossing with another railroad upon the same level, or when approaching a swing or drawbridge, in use as such, shall be brought to a full stop before reaching the same, and within eight hundred (800) feet therefrom, and the engineer or other person in charge of the engine attached to the train shall positively ascertain that the way is clear and that the train can safely resume its course before proceeding to pass the bridge or crossing." [This law does not apply to crossings

SPECIAL INSTRUCTIONS—Continued.

or drawbridges protected by an interlocking system of signals, approved by the Illinois Commerce Commission.]

Where trolley wires are maintained a height less than 22 feet above the top of rail, trainmen and other employees are prohibited from occupying tops of freight cars while in motion. In such cases efficient means shall be provided to control adequately movements of freight cars or trains.

ILLINOIS COMMERCE COMMISSION GENERAL ORDER No. 138

"Rule 501. In addition to warnings by whistle or bell as required by statute, every railroad train shall give warning by prolonged or repeated whistling when passing or meeting or about to pass or meet a train, at or in the immediate vicinity of a grade crossing, under such circumstances that the second train will obscure, in whole or in part, the view of the first mentioned train to persons who may be about to use the crossing."

21.

WHISTLE SIGNALS

Mazonia, northward to Pequot Line, two short, one long blast (o o —).

Sherman, northward to P. & N., two short, one long (o o —).

Iles, southward to Air Line, two short, one long (o o —).
Trains displaying signals for following sections sound whistle signal at both front and rear of trains affected.

22.

MARKERS

Trains moving against current on double track or back-over to allow a train to pass, inside marker must be changed to show green to rear.

23.

TRAIN ORDERS

Conductors must hand their orders to their brakemen; enginemen hand orders to their firemen and head brakemen and see that all read them, confer and know that they understand them correctly. Conductors receiving Form 31 order must personally deliver same to enginemen.

24. SWITCHING OVER HIGHWAYS AT GRADE

Train and Yardmen must open their trains to clear all public crossings while standing at stations, and must in no case block a public crossing longer than five (5) minutes. Care must be taken by Train and Yardmen to open their train to allow free passage way for all persons going to and from passenger trains doing work at stations.

Cars must not be cut off and permitted to pass over public crossings except in an emergency, and then only after a member of the train crew has been stationed at the crossing to flag approaching vehicles and pedestrians.

In the movement of engines with or without cars while switching over highway grade crossings within yard limits, also commercial and station sidings, mine, industrial, or passing sidings; unless there is a crossing watchman at his post, or the gates are down, a member of the crew will protect highway traffic at crossing by preceding each movement over the crossing and see that all highway traffic has been stopped before signaling the engineman to proceed, except when work requires all members of train crew to be stationed so it would not be possible for them to flag crossings without serious delay to work then, engineers must approach and move over crossings at such speed that engine may be stopped before striking any vehicle or person that may occupy the crossing in front of engine. When making such moves proper warning must be given by engineer.

When necessary to cut a train at a highway grade crossing, the ends of the cut, where practicable, shall be not less than fifty feet from the center line of the crossing and a member of the crew will remain at the crossing to protect highway traffic as indicated above, until the cars have again been coupled.

If necessary to cut a train at more than two highway crossings and there are not sufficient members of the crew available to protect highway traffic at each crossing, the ends of the cuts at the crossings which cannot be protected should,

where practicable be left standing not less than one hundred and fifty feet from center line of the crossing. A member of the crew should station himself in position to insure that all highway traffic has been stopped before signaling the engineman to make the movement.

When a car or cars are set off or placed on any track they must be left standing not less than one hundred and fifty feet from the center line of a highway crossing when the space permits.

All switch movements over crossings protected by flasher light or wig-wag signals must be protected by a member of train crew on ground at crossing to warn traffic before movement is made.

No car or train should be permitted to stand within track circuit of flasher light or wig-wag signals for a greater length of time than absolutely necessary.

On double track, trains working over or standing in vicinity of highway grade crossings must protect crossing for trains moving on opposite track unless crossing is protected by crossing flagman.

25.

INTERLOCKING

Trains or engines will not proceed on hand signal against interlocking signals until enginemen and trainmen are fully informed of the situation and know that they are protected. The movement must be made at restricted speed.

A reverse movement within the limits of an interlocking plant or a forward movement after making a reverse movement, must not be made without proper interlocking signal or permission from the Leverman.

Absence of light on home semaphore signal interlocking plant must be regarded as most restrictive indication that can be given by that signal, except that after train has been stopped it will be governed by day indication when it can be plainly seen.

DISTANT SIGNALS at the following interlocking plants are inoperative and show caution. Approach home signals at these interlocking plants under control not to exceed thirty (30) miles per hour.

"New York Central crossing north of Streator, Godfrey—northward from Alton, Godfrey southward from Roodhouse, Green Valley, Pekin and Grove."

At Pequot, "UK" Tower, Pontiac, Atlanta, Sherman and Girard, the home signals governing main line routes are semi-automatic and act as block signals as well as governing route over interlocking plant. Trains finding signal in stop position, after complying with Paragraph 1, may proceed at restricted speed not exceeding ten (10) miles per hour to the next signal in advance prepared to stop short of train or obstruction or anything that may require the speed of a train to be reduced.

"At Corwith, LeMoyné, Argo, Joliet, South Joliet, Mazonia, Chenoa, Normal, Athol, South Lincoln, Ridgely, Iles, Auburn, Godfrey, Wann and Brighton home signals governing main line routes are semi-automatic and act as block signals as well as governing routes over interlocking plant. The lower arm is a call-on signal. Trains receiving this signal must understand that the route thru the plant is set up but does not indicate block is clear and does not give right to automatic block territory. At these plants trains receiving call-on signal may pass the home signal without stopping at restricted speed not exceeding ten (10) miles per hour to the next signal in advance prepared to stop short of train or obstruction or anything that may require the speed of a train to be reduced."

AUTOMATIC INTERLOCKING PLANTS. The home signals at automatic interlocking plants will clear for trains approaching when there are no conflicting movements. If home signal does not clear, a trainman must go to the railroad crossing and if no trains are approaching unlock box marked "ALTON" and operate hand release in accordance with instructions contained therein.

26.

FIRST AID EMERGENCY CASES

27.

HOURS OF SERVICE LAW

28.

ELECTRIC HEADLIGHTS

Headlights will be dimmed provided trains are not near public road crossing at grade when:

1. In yards where switch engines are employed.

SPECIAL INSTRUCTIONS—Continued.

2. Approaching stations at which stops are to be made, or where trains are receiving or discharging passengers.
3. On two or more tracks where trains are approaching in opposite direction, providing trains are not nearing a public road crossing at grade.
4. Standing at Terminal or Division points.
5. At any point where they are liable to make difficult the proper reading of signals.

HEADLIGHTS WILL BE TURNED OUT OR CONCEALED:

1. When a train turns out to meet another and has stopped clear of the main track, or is standing to meet a train at the end of double track or at Junction.

29. BRIDGE AND TRESTLE PROTECTION

30. TRAINS ENTERING OR LEAVING SIDING

When a train or engine enters a siding or other track, train or engine must not stop and the switch used in entering must not be changed until train or engine is clear of fouling point

IN AUTOMATIC SIGNAL TERRITORY

In Automatic signal territory, including yard limits, trains passing from side to main track will, as a protection against following trains, open the main track switch three minutes before fouling the main track. In order to expedite their own movement the switch should be opened immediately after the passage of any train they expect to follow.

Both switches of a crossover must be opened three minutes before a train or engine starts to make a crossover movement, and the movement must be completed before either switch is restored to normal position.

This will not relieve flagmen from protecting as per Rule 99.

31. INSPECTION OF PASSING TRAINS

At stops for coal and water, meeting points, passing points and other similar delays freight trains and engines must be carefully inspected by enginemen and trainmen for defective brake appliances, running gear, heated journals, etc., and conductors and enginemen must know such inspection has been made and any defects remedied before giving signal to proceed.

Train crews into clear on sidings or on opposite track, operators or agents, switchmen, crossing flagmen and others whose duties are along the main track, must watch passing trains for these defects, and when possible call attention to crew by giving stop signal. In case of failure to stop the train, operators will notify the Train Dispatcher at once.

Trainmen in charge of trains on siding or on opposing track, where no defects are noticed, will give proceed signal to trainmen on rear of passing train. Operators or agents, where possible to do so, will be on station platform to better observe train, and will also give proceed signal to rear of train where no defects are noticed. Conductors or rear brakemen will be in a position to see such signals and communicate same to head end.

On trains having office or other cars on rear of train to which trainmen do not have access, signals will be exchanged from car first ahead of such car or cars.

Passenger flagmen at frequent intervals will look out for the purpose of detecting hot boxes.

UNCLASSIFIED

When it is necessary for main track inspection or servicing of passenger equipment enroute, before any work is performed that requires employees to work under, between or about cars, the engine crew must be advised by the workman of the character of work to be performed and the engine must not be moved until the engine crew has been notified by that workman that work has been completed.

Casualties, involving personal injuries, must be reported by telegraph as soon as possible upon Form 490 to the Superintendent, Trainmaster, Chief Dispatcher, General Claim Agent, Chicago, and Local Claim Agent in whose territory accident occurs, by the Conductor of the train or Foreman, or other Agent of the Company in charge. As soon as possible after the accident, written report upon Form 790 must be filled out by all employees on the train or present at the place of the accident and the Conductor and Agent at the station nearest

the place of accident will also, if possible, induce passengers and resident witnesses not in the service of the Company, to make statement in writing and forward one copy to General Claim Agent, Chicago, one copy to Supervisor of Safety, at Bloomington, one copy to the Superintendent, one copy to the Local Claim Agent, and one copy to trainmaster in whose territory the accident occurs. In addition to telegraphic report Form 490 and written report Form 790, the conductors in charge of trains involved in an accident of any kind at a highway crossing will make a report on Form 790-A and send by first mail to the Superintendent, General Claim Agent and Local Claim Agent.

It is the desire of the Company that all statements in reference to personal injury accidents should be as full as possible and all facts should be stated, whether favorable or unfavorable to the Company, its employees or the injured person.

Employees who witness or have any knowledge whatever of an accident must not give information of the same to attorneys, the injured person, or any one else except this Company's officers and Claim Agents, unless legally required. Persons seeking information should be referred to the General Claim Agent.

An employee served with subpoena to report to any court or officer must at once notify superior official and communicate with or report in person to the Railroad Attorney or representative of the Claim Department and act under his direction.

Reports of all train accidents must also be promptly made by telegraph on Form 490 to the Superintendent, Trainmaster, and Chief Dispatcher by the Conductor of the train or Foreman to be followed by written report by Conductor and Engineer on Form 490 to Trainmaster. This report to cover all train accidents, derailments, engine breaking down and breakages of all kinds. Conductors will make written reports on Form 490 to Trainmaster of all pulled out or broken draw bars.

All employees are hereby notified that there are coal chutes, platforms and other structures, located on the main line and on sidings; also structures and platforms belonging to private corporations and persons, located on industrial sidings and spurs, that WILL NOT CLEAR a man riding on the side or top of a car; and all employees must PROTECT themselves from injury in passing such structures.

Employees handling switches must examine the switch points and see that they are properly thrown regardless of the position of the switch target.

At all passing points the trainman handling the main track switch, after locking same, must stand at least fifty (50) feet from the switch while trains are approaching or passing.

SPRING SWITCHES. Should a train making trailing movement through the points stop before clearing the switch, back-up movement must not be made until the switch is thrown by hand. When switch is opened by hand, it must be closed by hand after train passes over it. A running switch or drop must not be made over a spring switch. Train making facing point movement finding signal controlling approach to switch at stop will carefully examine the points before using.

Double track is in use on Sub-Division 1, between Chicago and South Joliet and between Plaines and Bloomington via Pequot Line.

Double track is in use on Sub-Division 2 between Bloomington and Rinaker, Plainview and Godfrey, Wann and Bridge Junction.

Enginemen must not permit any one to ride on the pilot of their engine between stations.

Enginemen are expressly prohibited from allowing their firemen to handle their engines while switching or elsewhere, or to take them to or from engine-house. The only exception permitted is that an engineman, while himself on the engine, may allow the fireman to handle it under his direction, it being understood that the engineman is held entirely responsible for the movement of the engine at all times.

Passengers may ride on following freight trains only: 110, 111.

Work between Varna and Lacon will be performed by trains 110 and 111 upon instructions of agent at Varna.

SPECIAL INSTRUCTIONS—Continued

EXPLANATION OF LETTERS

C conditional stop. See special instructions governing.

ADDITIONAL REGULAR AND FLAG STOPS

- 1 stop at Joliet on signal to pick up revenue passengers for St. Louis.
- 2 stop on signal at Lincoln to pick up revenue passengers for Chicago and discharge revenue passengers from St. Louis.
- 2 stop Joliet let off revenue passengers from St. Louis and Springfield.
- 3 stop at Joliet on signal to pick up revenue passengers for points where scheduled to stop.
- 3 stop on signal at Lincoln to discharge revenue passengers from Chicago and pick up revenue passengers for St. Louis.
- 3 stop at Granite City to discharge revenue passengers from Chicago.
- 4 stop at Joliet to let off revenue passengers from St. Louis.
- 5 will stop at Joliet on signal to pick up revenue passengers for Springfield, St. Louis and Kansas City.
- 5 will stop at Lemont, Lockport and Dwight Sunday night only to discharge revenue passengers from Chicago.
- 5 stop at Pontiac to discharge revenue passengers from Chicago and stop on signal to pick up revenue passengers for points where scheduled to stop.
- 6 stop at South Joliet on Sunday nights only to let off employees.
- 6 stop at Chenoa on signal to pick up revenue passengers for Chicago and discharge revenue passengers from St. Louis and Springfield.
- 6 will stop at Granite City, on signal, to pick up revenue passengers for Chicago.

- 7 out of Chicago, Saturday and Sunday nights only, will stop at Pontiac and Chenoa to handle passengers and mail.
 - 7 will stop at Dwight to discharge revenue passengers from Chicago and pick up revenue passengers for St. Louis, daily except Saturday night. Out of Chicago Saturday night will make regular stop at Dwight.
 - 7 will stop at Granite City to discharge revenue passengers from Springfield and points north.
 - 9 will stop at Pontiac and Chenoa daily, except Saturday and Sunday, to unload mail.
 - 11 will stop at Lawndale and Sherman only on flag for parcel post.
 - 12 will stop at Hartford (1 mile north of Roxana), Mitchell and at Lovejoy for U. S. Mail.
 - 15 will stop at Fifth Street, Lockport, to receive and discharge passengers.
 - 16 will stop at Fifth Street, Lockport, for passengers.
 - 17 will stop at Fifth Street, Lockport, to receive and discharge passengers.
 - 18 stop Joliet let off revenue passengers from St. Louis and Springfield
 - 18 stop at Granite City on signal to pick up revenue passengers for Chicago.
 - 19 stop at Carlinville on signal to let off revenue passengers from Chicago.
 - 173 stop Fifth Street, Lockport, to discharge passengers.
- Scheduled trains, except numbers 5, 8 and 10, will stop at Washington Avenue, St. Louis.

TABLE OF TRAIN SPEEDS

For Information Only

| TIME PER MILE | MILES PER HOUR | TIME PER MILE | MILES PER HOUR | TIME PER MILE | MILES PER HOUR | TIME PER MILE | MILES PER HOUR | TIME PER MILE | MILES PER HOUR |
|---------------------|----------------------|---------------------|----------------------|---------------------|----------------------|---------------------|----------------------|---------------------|----------------------|
| 36" | 100 | 53" | 67.9 | 1' 4" | 56.2 | 1' 30" | 40 | 2' 50" | 21.2 |
| 38" | 94.7 | 54" | 66.6 | 1' 5" | 55.3 | 1' 40" | 36 | 3' 5" | 20 |
| 40" | 90 | 55" | 65.4 | 1' 6" | 54.5 | 1' 45" | 34.3 | 3' 9" | 19 |
| 42" | 85.7 | 56" | 64.2 | 1' 7" | 53.7 | 1' 50" | 32.7 | 3' 20" | 18 |
| 45" | 80 | 57" | 63.1 | 1' 8" | 52.9 | 2' | 30 | 3' 31" | 17 |
| 48" | 75 | 58" | 62 | 1' 9" | 52.1 | 2' 10" | 27.6 | 3' 45" | 16 |
| 49" | 73.5 | 59" | 61 | 1' 10" | 51.4 | 2' 15" | 26.6 | 4' | 15 |
| 50" | 72 | 1' | 60 | 1' 12" | 50 | 2' 20" | 25.7 | 5' | 12 |
| 51" | 70.6 | 1' 1" | 59 | 1' 15" | 48 | 2' 30" | 24 | 6' | 10 |
| 52" | 69.2 | 1' 2" | 58 | 1' 20" | 45 | 2' 40" | 22.5 | 7' 30" | 8 |
| | | 1' 3" | 57.1 | 1' 25" | 42.3 | 2' 45" | 21.8 | 10' | 6 |

SOUTHWARD

FIRST CLASS.

| Distance from Chicago | Train Order Stations | SUB-DIVISION No. 1 TIME TABLE No. 25 January 18, 1942 | Passing Sidings Cap. 45 ft. Cars | FIRST CLASS. | | | | | | | | | |
|----------------------------|-------------------------------------|---|-------------------------------------|--------------|-------|-------|---------------|-------|-----------------|--------------------|-------|-------|-------|
| | | | | 19 | 11 | 1 | 173 | 3 | 15 | 17 | 5 | 7 | 9 |
| | | | | Daily | Daily | Daily | Saturday Only | Daily | Daily Ex Sunday | Daily Ex Sat & Sun | Daily | Daily | Daily |
| | | | | AM | AM | AM | PM | PM | PM | PM | PM | PM | PM |
| DN | CHICAGO | 1.8 | | 8.15 | 8.35 | 11.40 | 1.30 | 4.50 | 5.20 | 5.50 | 6.45 | 11.30 | 11.59 |
| 1.8 | FT. WAYNE JUNCTION | 0.8 | | 8.21 | 8.41 | 11.46 | 1.36 | 4.56 | 5.26 | 5.56 | 6.51 | 11.36 | 12.05 |
| 2.6 | HALSTED STREET | 2.6 | | 8.22 | 8.43 | 11.47 | 1.38 | 4.57 | 5.28 | 5.58 | 6.53 | 11.37 | 12.07 |
| 5.2 | C.J. BRIGHTON PARK Penna. B. & O. | 1.4 | | 8.26 | 8.48 | 11.52 | 1.44 | 5.01 | 5.32 | 6.03 | 6.58 | 11.41 | 12.12 |
| 6.6 | CORWITH—A.T.&S.F. | 1.3 | | | | | | | | | | | |
| 7.9 | LE MOYNE—B. R. C. | 2.4 | | | | | | | | | | | |
| 10.3 | DN GLENN | 1.6 | | 8.32 | 8.55 | 11.57 | 1.52 | 5.06 | 5.38 | 6.11 | 7.04 | 11.46 | 12.19 |
| 11.9 | D SUMMIT | 1.2 | | | 8.58 | | 1.54 | | 5.40 | 6.13 | 7.06 | | 12.21 |
| 13.1 | I.H.B. ARGO—B. & O. C. T. | 3.7 | | 8.34 | 9.01 | 12.00 | 1.57 | 5.08 | 5.42 | 6.16 | 7.08 | 11.48 | 12.23 |
| 16.8 | MOUNT FOREST | 0.7 | | | | | | | | | | | |
| 17.5 | WILLOW SPRINGS | 4.1 | | | | | 2.03 | | 5.44 | 6.23 | | | |
| 21.6 | LAMBERT | 3.7 | 25 | 8.41 | 9.10 | 12.08 | 2.09 | 5.15 | 5.49 | 6.29 | 7.17 | 11.55 | 12.31 |
| 25.3 | D LEMONT | 3.2 | | 8.45 | 9.17 | 12.12 | 2.14 | 5.19 | 5.54 | 6.35 | 7.21 | 11.59 | 12.36 |
| 28.5 | ROMEO | 4.4 | 78 | | | | | | | | | | |
| 32.9 | D LOCKPORT | 2.9 | | 8.52 | 9.28 | 12.19 | 2.24 | 5.25 | 6.09 | 6.45 | 7.27 | 12.05 | 12.44 |
| 35.8 | STATE PRISON | 1.4 | | | | | 2.30 | | | | | | |
| 37.2 | M.C. JOLIET—C.R.I. & P. A.T. & S.F. | 1.3 | | 8.58 | 9.40 | 12.23 | 2.35 | 5.30 | 6.20 | 6.55 | 7.32 | 12.15 | 12.49 |
| 38.5 | DN SOUTH JOLIET | 7.3 | | 9.01 | 9.45 | 12.25 | 2.40 | 5.32 | 6.30 | 7.00 | 7.36 | 12.25 | 12.51 |
| 45.8 | DN ELWOOD | 6.7 | 50 | 9.10 | 9.57 | 12.33 | | 5.38 | 6.40 | | 7.46 | 12.34 | 1.00 |
| 52.5 | D WILMINGTON | 4.8 | 91 | 9.16 | 10.07 | 12.39 | | 5.44 | 6.48 | | 7.53 | 12.40 | 1.07 |
| 57.3 | D BRAIDWOOD | 3.9 | 50 | 9.20 | 10.15 | 12.44 | | 5.48 | 6.54 | | 7.59 | 12.45 | 1.12 |
| 61.2 | BRACEVILLE | 1.4 | | | 10.22 | | | | 6.59 | | 8.03 | | 1.16 |
| 62.6 | DN MAZONIA | 1.9 | | 9.25 | 10.25 | 12.49 | | 5.53 | 7.01 | | 8.05 | 12.49 | 1.18 |
| 64.5 | D GARDNER | 8.3 | | | 10.27 | 12.51 | | | 7.03 | | 8.07 | | 1.20 |
| 72.8 | DN U. K. TOWER—N.Y.C. | 0.8 | | | | | | | | | | | |
| 73.6 | DN DWIGHT | 8.1 | 75 | 9.35 | 10.40 | 1.00 | | 6.02 | 7.15 | | 8.17 | 1.00 | 1.29 |
| 81.7 | D ODELL | 5.2 | 80 | 9.45 | 10.52 | 1.08 | | | 7.28 | | 8.27 | 1.08 | 1.38 |
| 86.9 | CAYUGA | 4.3 | | | 10.59 | 1.13 | | 6.13 | 7.35 | | 8.33 | | 1.43 |
| 91.2 | Wab. D. Y. TOWER— I. C. | 0.7 | | | | | | | | | | | |
| 91.9 | DN PONTIAC | 5.8 | 78 | 9.57 | 11.08 | 1.18 | | 6.17 | 7.43 | | 8.40 | 1.18 | 1.55 |
| 97.7 | OCOYA | 4.6 | | | 11.16 | 1.23 | | | 7.51 | | 8.46 | | 2.03 |
| 102.3 | DN CHENOA—T.P. & W. | 4.1 | 79 | 10.08 | 11.24 | 1.27 | | 6.26 | 7.57 | | 8.51 | 1.28 | 2.15 |
| 106.4 | BALLARD | 3.9 | | | | | | | | | | | |
| 110.3 | D LEXINGTON | 7.9 | 82 | 10.15 | 11.35 | 1.35 | | 6.33 | 8.08 | | 9.01 | 1.37 | 2.27 |
| 118.2 | D TOWANDA | 5.9 | | 10.22 | 11.45 | 1.43 | | | 8.18 | | 9.10 | 1.45 | 2.38 |
| 124.1 | DN NORMAL—I. C. | 2.5 | | 10.27 | 11.57 | 1.49 | | 6.44 | 8.28 | | 9.18 | 1.52 | 2.47 |
| 126.6 | DN BLOOMINGTON | 6.0 C. & St. L. N.Y.C. & St. L. | | 10.34 | 12.05 | 1.55 | | 6.49 | 8.35 | | 9.25 | 2.00 | 2.55 |
| | | | | AM | PM | PM | PM | PM | PM | PM | PM | AM | AM |
| Time over Sub-Division ... | | | | 2:19 | 3:30 | 2:15 | 1:10 | 1:59 | 3:15 | 1:10 | 2:40 | 2:30 | 2:56 |
| Average speed per hour ... | | | | 54.7 | 36.1 | 56.2 | 33.0 | 63.8 | 38.9 | 33.0 | 47.4 | 50.6 | 43.2 |

Speed as shown in special rule 5, and such other restrictions as may be in effect, will not be exceeded.

SOUTHWARD

SECOND CLASS.

THIRD CLASS.

| Distance from Chicago | Train Order Stations | SUB-DIVISION No. 1 TIME TABLE No. 25 January 18, 1942 | Passing Sidings Cap. 45 ft. Cars | SECOND CLASS. | | | | | | THIRD CLASS. | | |
|----------------------------|-------------------------------------|---|-------------------------------------|---------------|-------|-------|-------|-------|-------|-------------------|-----------------|-----------------|
| | | | | 97 | 87 | 85 | 93 | 83 | 81 | 105 | 103 | 101 |
| | | | | Daily | Daily | Daily | Daily | Daily | Daily | Tues. Thurs. Sat. | Daily Ex Sunday | Daily Ex Sunday |
| | | | | AM | AM | PM | PM | PM | PM | AM | AM | AM |
| DN | CHICAGO | 1.8 | | | | | | | | | | |
| 1.8 | FT. WAYNE JUNCTION | 0.8 | | | | | | | | | | |
| 2.6 | HALSTED STREET | 2.6 | | | | | | | | | | |
| 5.2 | C.J. BRIGHTON PARK Penna. B. & O. | 1.4 | | | | | | | | | | |
| 6.6 | CORWITH—A.T.&S.F. | 1.3 | | | | | | | | | | |
| 7.9 | LE MOYNE—B. R. C. | 2.4 | | | | | | | | | | |
| 10.3 | DN GLENN | 1.6 | | 10.00 | 10.30 | 7.30 | 8.30 | 9.00 | 10.00 | | | 11.57 |
| 11.9 | D SUMMIT | 1.2 | | 10.10 | 10.35 | 7.35 | 8.35 | 9.05 | 10.05 | | | 12.10 |
| 13.1 | I.H.B. ARGO—B. & O. C. T. | 3.7 | 76 | 10.12 | 10.40 | 7.37 | 8.40 | 9.10 | 10.10 | | | 12.20 |
| 16.8 | MOUNT FOREST | 0.7 | | | | | | | | | | 12.25 |
| 17.5 | WILLOW SPRINGS | 4.1 | | | | | | | | | | 12.40 |
| 21.6 | LAMBERT | 3.7 | 25 | 10.25 | 10.50 | 7.47 | 8.50 | 9.20 | 10.30 | | | 12.50 |
| 25.3 | D LEMONT | 3.2 | | 10.32 | 10.55 | 7.52 | 9.00 | 9.30 | 10.45 | | | 1.10 |
| 28.5 | ROMEO | 4.4 | 78 | | | | | | | | | |
| 32.9 | D LOCKPORT | 2.9 | | 10.43 | 11.10 | 8.05 | 9.15 | 9.45 | 11.00 | | | 2.00 |
| 35.8 | STATE PRISON | 1.4 | | | | | | | | | | |
| 37.2 | M.C. JOLIET—C.R.I. & P. A.T. & S.F. | 1.3 | | 10.55 | 11.20 | 8.15 | 9.30 | 10.00 | 11.15 | | | 2.20 |
| 38.5 | DN SOUTH JOLIET | 7.3 | | 11.00 | 11.30 | 8.20 | 9.35 | 10.05 | 11.35 | | 6.45 | 2.40 |
| 45.8 | DN ELWOOD | 6.7 | 50 | | | | | | | | 7.15 | |
| 52.5 | D WILMINGTON | 4.8 | 91 | | | | | | | | 7.55 | |
| 57.3 | D BRAIDWOOD | 3.9 | 50 | | | | | | | | 9.30 | |
| 61.2 | BRACEVILLE | 1.4 | | | | | | | | | 10.15 | |
| 62.6 | DN MAZONIA | 1.9 | | 11.45 | 12.15 | 9.25 | 10.45 | 11.15 | 12.49 | | 10.45 | |
| 64.5 | D GARDNER | 8.3 | | 11.50 | 12.20 | 9.30 | 10.50 | 11.20 | 1.00 | | 11.05 | |
| 72.8 | DN U. K. TOWER—N.Y.C. | 0.8 | | | | | | | | | | |
| 73.6 | DN DWIGHT | 8.1 | 75 | 12.05 | 12.48 | 9.45 | 11.10 | 11.40 | 1.20 | | 8.00 | 11.30 |
| 81.7 | D ODELL | 5.2 | 80 | 12.25 | 1.08 | 10.05 | 11.30 | 11.55 | 2.10 | | 8.45 | |
| 86.9 | CAYUGA | 4.3 | | | | 10.15 | 11.40 | 12.05 | 2.30 | | 9.00 | |
| 91.2 | Wab. D. Y. TOWER— I. C. | 0.7 | | | | | | | | | | |
| 91.9 | DN PONTIAC | 5.8 | 78 | 12.40 | 1.30 | 10.25 | 11.55 | 12.20 | 3.00 | | 9.15 | |
| 97.7 | OCOYA | 4.6 | | 12.50 | 1.42 | 10.35 | 12.05 | 12.30 | 4.00 | | 11.45 | |
| 102.3 | DN CHENOA—T. P. & W. | 4.1 | 79 | 1.00 | 1.53 | 10.45 | 12.15 | 12.40 | 4.20 | | 12.00 | |
| 106.4 | BALLARD | 3.9 | | | | | | | | | | |
| 110.3 | D LEXINGTON | 7.9 | 82 | 1.12 | 2.10 | 11.00 | 12.30 | 12.55 | 4.45 | | 1.12 | |
| 118.2 | D TOWANDA | 5.9 | | 1.24 | 2.25 | 11.15 | 12.45 | 1.10 | 5.10 | | 1.43 | |
| 124.1 | DN NORMAL—I. C. | 2.5 | | 1.34 | 2.37 | 11.25 | 12.55 | 1.20 | 5.30 | | 2.15 | |
| 126.6 | DN BLOOMINGTON | 6.0 C. C. & St. L. N.Y.C. & St. L. | | 1.40 | 2.45 | 11.30 | 1.00 | 1.30 | 5.45 | | 2.30 | |
| | | | | PM | PM | PM | AM | AM | AM | | PM | PM |
| Time over Sub-Division ... | | | | 3:40 | 4:15 | 4:00 | 4:30 | 4:30 | 7:45 | | 6:30 | 4:45 |
| Average speed per hour ... | | | | 31.9 | 27.4 | 29.0 | 25.8 | 25.8 | 15.0 | | 8.1 | 7.8 |

Speed as shown in special rule 5, and such other restrictions as may be in effect, will not be exceeded.

NORTHWARD

| Distance from E. St. Louis | Train Order Stations | SUB-DIVISION No. 1 TIME TABLE No. 25 January 18, 1942 | Passing Siding Cap. In 45 ft. Cars | FIRST CLASS | | | | | | | | | |
|-------------------------------|----------------------------|---|---------------------------------------|-------------|--------------------|--------------------|--------------------|--------------------|--------------|-------|--------------------|------------|--|
| | | | | 8 | 16 | 10 | 14 | 22 | 2 | 4 | 6 | 18 | |
| | | | | Daily | Daily Ex Sunday | Daily | Daily Ex Sunday | Daily | Daily | Daily | Daily | Daily | |
| | | | | AM | AM | AM | AM | AM | AM | PM | PM | PM | |
| 154.2 | DN | BLOOMINGTON C.C.C. & St. L. 2.5 N.Y.C. & St. L. | | 3.50 | | 4.40 | 6.10 | 9.05 | 11.46 | 3.05 | 6.20 | 7.18 | |
| 156.7 | DN | NORMAL 5.9 | | 3.55 | | 4.45 | 6.17 | 9.10 | 11.50 | 3.09 | 6.25 | 7.22 | |
| 162.6 | D | TOWANDA 7.9 | | 4.02 | | 4.52 | 6.27 | 9.16 | 11.55 | 3.15 | 6.31 | 7.27 | |
| 170.5 | D | LEXINGTON 3.9 | | 4.10 | | 5.00 | 6.38 | 9.24 | 12.02 | 3.22 | 6.39 | 7.34 | |
| 174.4 | | BALLARD 4.1 | | | | | | | | | | | |
| 178.5 | DN | CHENOA—T. P. & W. 4.6 | 79 | 4.19 | | 5.09 | 6.49 | 9.33 104 | 12.09 | 3.29 | 6.47 | 7.41 | |
| 183.1 | | OCOYA 5.8 | | 4.24 | | 5.15 | 6.56 | 9.38 | | | 6.52 | | |
| 188.9 | DN | PONTIAC 0.7 | 90 | 4.30 | | 5.21 | 7.06 | 9.45 | 12.18 | 3.38 | 6.59 | 7.50 | |
| 189.6 | | Wab. D. Y. TOWER— I.C. 4.3 | | | | | | | | | | | |
| 193.9 | | CAYUGA 5.2 | | 4.36 | | 5.28 | 7.15 | 9.52 | | | 7.06 | | |
| 199.1 | D | ODELL 8.1 | 85 | 4.42 | | 5.35 | 7.24 | 9.58 | 12.27 104 | 3.48 | 7.12 84 | 7.59 | |
| 207.2 | DN | DWIGHT 0.8 | 75 | 4.51 | | 5.45 | 7.36 | 10.07 | 12.34 102 | 3.56 | 7.22 | 8.06 84 | |
| 208.0 | DN | U. K. TOWER—N.Y.C. 8.3 | | | | | | | | | | | |
| 216.3 | D | GARDNER 1.9 | | 5.01 | | 5.55 | 7.48 | 10.17 | | | 7.32 | | |
| 218.2 | DN | MAZONIA 1.4 | | 5.03 | | 5.58 | 7.50 | 10.19 | 12.43 | 4.06 | 7.35 | 8.15 5 | |
| 219.6 | | BRACEVILLE 3.9 | | 5.05 | | | 7.52 | | | | | | |
| 223.5 | D | BRAIDWOOD 4.8 | 50 | 5.10 | | Via Pequot Line | 8.00 | Via Pequot Line | | 4.12 | Via Pequot Line | 8.20 | |
| 228.3 | D | WILMINGTON 6.7 | 91 | 5.16 | | | 8.10 103 | Via Pequot Line | | 4.17 | Via Pequot Line | 8.24 | |
| 235.0 | DN | ELWOOD 7.3 | 50 | 5.24 | | | 8.23 | | | 4.23 | Via Pequot Line | 8.30 | |
| 242.3 | DN | SOUTH JOLIET 1.3 | | 5.33 | 6.15 | 6.30 | 8.34 | 10.46 | 1.07 | 4.31 | 8.03 | 8.38 | |
| 243.6 | | M. C. JOLIET—C.R.I. & P. 1.4 A.T. & S.F. | | 5.35 | 6.25 10 | 6.33 16 | 8.40 | 10.50 | 1.09 | 4.33 | 8.10 | 8.40 | |
| 245.0 | | STATE PRISON 2.9 | | | | | | | | | | | |
| 247.9 | D | LOCKPORT 4.4 | | 5.41 | 6.32 | 6.42 | 8.50 | 10.56 | 1.13 | 4.39 | 8.16 | 8.45 | |
| 252.3 | | ROMEO 3.2 | 79 | | | | | | | | | | |
| 255.5 | D | LEMONT 3.7 | | 5.49 | 6.42 | 6.52 | 9.02 100 | 11.04 | 1.20 | 4.47 | 8.24 | 8.52 | |
| 259.2 | | LAMBERT 4.1 | 83 | 5.55 | 6.48 | 6.58 | 9.08 | 11.09 | 1.23 | 4.51 | 8.29 | 8.55 | |
| 263.3 | | WILLOW SPRINGS 0.7 | | | 6.55 | 7.05 | 9.15 | | | | | | |
| 264.0 | | MOUNT FOREST 3.7 | | | | | | | | | | | |
| 267.7 | | I.E.B. ARGO—B. & O. C. T. 1.2 | 76 | 6.02 | 7.03 | 7.13 | 9.21 | 11.18 | 1.30 | 5.00 | 8.38 | 9.02 | |
| 268.9 | D | SUMMIT 1.6 | | | 7.05 | 7.15 | 9.23 | | | | | | |
| 270.5 | DN | GLENN 2.4 | | 6.05 | 7.07 | 7.17 | 9.27 | 11.22 | 1.33 92 | 5.03 | 8.42 | 9.05 | |
| 272.9 | | LE MOYNE—B. B. C. 1.3 | | | | | | | | | | | |
| 274.2 | | CORWITH—A.T. & S.F. 1.4 | | | | | | | | | | | |
| 275.6 | | C. J. BRIGHTON PARK Penna. B. & O. 2.6 | | 6.13 | 7.17 | 7.27 | 9.37 | 11.28 | 1.39 | 5.10 | 8.48 | 9.11 | |
| 278.2 | | HALSTED STREET 0.8 | | 6.20 | 7.23 | 7.33 | 9.45 | 11.34 | 1.44 | 5.15 | 8.54 | 9.16 | |
| 279.0 | | FT. WAYNE JUNCTION 1.8 | | 6.23 | 7.27 | 7.37 | 9.48 | 11.37 | 1.46 | 5.17 | 8.57 | 9.18 | |
| 280.8 | DN | CHICAGO | | 6.30 | 7.35 | 7.45 | 9.55 | 11.45 | 1.53 | 5.25 | 9.05 | 9.25 | |
| | | | | AM | AM | AM | AM | AM | PM | PM | PM | PM | |
| Time over Sub-Division.... | | | | 2:40 | 1:20 | 3:05 | 3:45 | 2:40 | 2:07 | 2:20 | 2:45 | 2:07 | |
| Average speed per hour.... | | | | 47.4 | 38.8 | 41.3 | 33.8 | 47.4 | 59.7 | 54.2 | 46.0 | 59.7 | |

Speed as shown in special rule 5, and such other restrictions as may be in effect, will not be exceeded.

NORTHWARD

| Distance from E. St. Louis | Train Order Stations | SUB-DIVISION No. 1 TIME TABLE No. 25 January 18, 1942 | Passing Siding Cap. In 45 ft. Cars | SECOND CLASS | | | | | | | | THIRD CLASS | | |
|-------------------------------|----------------------------|---|---------------------------------------|--------------------|--------------------|--------------------|--------------------|--|--|--|--|-------------------|--------------------|--------------------|
| | | | | 82 | 92 | 84 | 80 | | | | | 104 | 100 | 102 |
| | | | | Daily | Daily | Daily | Daily | | | | | Mon. Wed. Fri. | Daily Ex Sunday | Daily Ex Sunday |
| | | | | AM | AM | PM | PM | | | | | AM | AM | PM |
| 154.2 | DN | BLOOMINGTON C.C.C. & St. L. 2.5 N.Y.C. & St. L. | | 12.45 | 9.45 | 5.00 | 10.15 | | | | | 7.00 | | |
| 156.7 | DN | NORMAL 5.9 | | 12.52 | 9.50 | 5.10 | 10.22 | | | | | 7.05 | | |
| 162.6 | D | TOWANDA 7.9 | | 1.06 | 10.00 | 5.30 | 10.35 | | | | | 7.30 | | |
| 170.5 | D | LEXINGTON 3.9 | | 1.17 | 10.14 | 5.50 | 10.47 | | | | | 8.05 | | |
| 174.4 | | BALLARD 4.1 | | | | | | | | | | 8.30 | | |
| 178.5 | DN | CHENOA—T. P. & W. 4.6 | 79 | 1.29 | 10.28 | 6.10 | 10.59 | | | | | 9.40 22 | | |
| 183.1 | | OCOYA 5.8 | | 1.36 | 10.36 | 6.20 | 11.06 | | | | | 10.00 | | |
| 188.9 | DN | PONTIAC 0.7 | 90 | 1.45 | 10.46 104 | 6.35 | 11.15 | | | | | 10.46 92 | | |
| 189.6 | | Wab. D. Y. TOWER— I.C. 4.3 | | | | | | | | | | | | |
| 193.9 | | CAYUGA 5.2 | | 1.54 | 10.55 | 6.45 | 11.24 | | | | | 11.50 | | |
| 199.1 | D | ODELL 8.1 | 85 | 2.04 | 11.04 | 7.12 6 | 11.34 | | | | | 12.27 2 | | |
| 207.2 | DN | DWIGHT 0.8 | 75 | 2.18 | 11.18 | 8.06 18 | 11.48 | | | | | 1.00 | 12.40 2 | |
| 208.0 | DN | U. K. TOWER—N.Y.C. 8.3 | | | | | | | | | | | | |
| 216.3 | D | GARDNER 1.9 | | 2.33 | 11.34 | 8.30 | 12.03 | | | | | 1.00 | | |
| 218.2 | DN | MAZONIA 1.4 | | 2.38 | 11.38 | 8.35 | 12.08 | | | | | | 1.10 | |
| 219.6 | | BRACEVILLE 3.9 | | | | | | | | | | | | |
| 223.5 | D | BRAIDWOOD 4.8 | 50 | Via Pequot Line | Via Pequot Line | Via Pequot Line | Via Pequot Line | | | | | | | |
| 228.3 | D | WILMINGTON 6.7 | 91 | | | | | | | | | | | |
| 235.0 | DN | ELWOOD 7.3 | 50 | | | | | | | | | | | |
| 242.3 | DN | SOUTH JOLIET 1.3 | | 3.30 | 12.21 | 10.45 | 1.00 | | | | | 8.00 | 2.55 | |
| 243.6 | | M. C. JOLIET—C.R.I. & P. 1.4 A.T. & S.F. | | 3.35 | 12.24 | 11.00 | 1.05 | | | | | 8.05 | | |
| 245.0 | | STATE PRISON 2.9 | | | | | | | | | | | | |
| 247.9 | D | LOCKPORT 4.4 | | 3.50 | 12.32 | 11.35 | 1.20 | | | | | 8.25 | | |
| 252.3 | | ROMEO 3.2 | 79 | | | | | | | | | | | |
| 255.5 | D | LEMONT 3.7 | | 4.05 | 12.45 | 12.10 | 1.35 | | | | | 9.02 14 | | |
| 259.2 | | LAMBERT 4.1 | 83 | 4.15 | 12.52 | 12.30 | 1.45 | | | | | 9.30 | | |
| 263.3 | | WILLOW SPRINGS 0.7 | | | | | | | | | | 9.40 | | |
| 264.0 | | MOUNT FOREST 3.7 | | | | | | | | | | | | |
| 267.7 | | I.E.B. ARGO—B. & O. C. T. 1.2 | 76 | 4.35 | 1.10 | 1.00 | 2.05 | | | | | 10.00 | | |
| 268.9 | D | SUMMIT 1.6 | | 4.40 | 1.20 | 1.10 | 2.10 | | | | | 10.15 | | |
| 270.5 | DN | GLENN 2.4 | | 5.00 | 1.30 2 | 1.35 | 2.30 | | | | | 10.35 | | |
| 272.9 | | LE MOYNE—B. B. C. 1.3 | | | | | | | | | | | | |
| 274.2 | | CORWITH—A.T. & S.F. 1.4 | | | | | | | | | | | | |
| 275.6 | | C. J. BRIGHTON PARK Penna. B. & O. 2.6 | | | | | | | | | | | | |
| 278.2 | | HALSTED STREET 0.8 | | | | | | | | | | | | |
| 279.0 | | FT. WAYNE JUNCTION 1.8 | | | | | | | | | | | | |
| 280.8 | DN | CHICAGO | | | | | | | | | | | | |
| | | | | AM | PM | AM | AM | | | | | PM | AM | PM |
| Time over Sub-Division.... | | | | 4:15 | 3:45 | 3:35 | 4:15 | | | | | 6:00 | 2:35 | 2:15 |
| Average speed per hour.... | | | | 27.3 | 31.0 | 13.5 | 27.3 | | | | | 8.0 | 12.8 | 15.6 |

Speed as shown in special rule 5, and such other restrictions as may be in effect, will not be exceeded.

SOUTHWARD

| Dist. from Chicago | Train Order Stations | SUB-DIVISION 2 TIME TABLE No. 25 January 18, 1942 | Passing Siding Cap. 45 ft. Cars | FIRST CLASS | | | | | | | | | |
|---------------------------|----------------------|---|------------------------------------|-------------------------------|-------------------------------|-------------------------------|-----------------|-----------------|-----------------|-------------------------------|-----------------|-------|--|
| | | | | 7 | 9 | 19 | 11 | 1 | 35 | 3 | 5 | 23 | |
| | | | | Daily | Daily | Daily | Daily | Daily | Daily Ex Sunday | Daily | Daily | Daily | |
| | | | | AM | AM | AM | PM | PM | PM | PM | PM | PM | |
| 126.6 | DN | BLOOMINGTON-N.Y.C.&St.L. 5.6 C.C.C.&St.L. | 98 | 2.10 | 3.15 | 10.39 | 12.20 | 2.00 | | 6.52 | 9.30 | | |
| 132.2 | D | SHIRLEY 4.1 | | 2.17 | 3.24 | 10.45 | 12.27 | 2.07 | | 6.57 | 9.37 | | |
| 136.3 | | FUNK'S GROVE 4.6 | | 2.21 | 3.29 | 10.49 | 12.33 | 2.11 | | 7.01 | 9.41 | | |
| 140.9 | D | McLEAN 4.9 | 89 | 2.25 | 3.35 | 10.53 | 12.38 | 2.15 | | 7.05 | 9.46 | | |
| 145.8 | DN | ATLANTA Penna. 3.9 | 75 | 2.30 | 3.42 | 10.57 | 12.45 | 2.20 | | 7.09 | 9.52 | | |
| 149.7 | D | LAWNDALE 6.0 | | | 3.48 | 11.01 | 12.50 | | | 7.13 | 9.58 | | |
| 155.7 | DN | ATHOL-I.T.S.-I.C. 0.7 | | 2.39 | 3.55 | 11.06 | 12.57 | 2.29 | | 7.18 | 10.05 | | |
| 156.4 | DN | LINCOLN I.C. 2.6 | | 2.50 | 3.56 | 11.08 | 1.02 | 2.30 | | 7.19 | 10.06 | | |
| 159.0 | | GRIGGS 4.4 | 83 | 2.55 | 4.00 | 11.11 | 1.06 | | | 7.21 | 10.09 | | |
| 163.4 | D | BROADWELL 3.9 | | 3.00 | 4.06 | 11.17 | 1.13 | 2.36 | | 7.25 | 10.14 | | |
| 167.3 | D | ELKHART 5.7 | | 3.04 | 4.10 | 11.21 | 1.19 | 2.40 | | 7.29 | 10.19 | | |
| 173.0 | D | WILLIAMSVILLE 4.6 | | 3.10 | 4.17 | 11.26 | 1.28 | 2.45 | | 7.34 | 10.25 | | |
| 177.6 | DN | SHERMAN 5.3 | | 3.15 | 4.22 | 11.30 | 1.35 | 2.49 | | 7.38 | 10.30 | | |
| 182.9 | DN | RIDGELY C. and I. M. 2.2 | | | 4.30 | | | | | | | | |
| 185.1 | DN | SPRINGFIELD-B. & O. 2.3 | | 3.25 | 4.40 | 11.45 | 1.55 | 3.04 | | 7.48 | 10.45 | 11.15 | |
| 187.3 | DN | ILES-Wabash 3.8 | 81 | 3.50 | 4.46 | 11.51 | 2.16 | 3.10 | | 7.54 | 11.01 | 11.21 | |
| 191.1 | | JUNOD 3.4 | 20 | | | | | | | | | | |
| 194.5 | D | CHATHAM 4.6 | | 3.57 | 4.55 | 11.57 | 2.26 | 3.17 | | 8.00 | 11.08 | | |
| 199.1 | | LEFTON 1.5 | 50 | | | | | | | | | | |
| 200.6 | D | AUBURN-C. & I. M. 3.7 | | 4.03 | 5.03 | 12.02 | 2.35 | 3.23 | | 8.05 | 11.15 | | |
| 204.3 | | THAYER 2.7 | | | | | | | | | | | |
| 207.0 | D | VIRIDEN 3.8 | | 4.09 | 5.13 | | 2.44 | 3.30 | | | 11.22 | | |
| 210.8 | DN | GIRARD-C.B. & Q. 3.7 | 86 | 4.13 | 5.21 | 12.12 | 2.51 | 3.34 | | 8.14 | 11.26 | | |
| 214.5 | D | NILWOOD 5.2 | | 4.17 | 5.28 | | 2.58 | 3.38 | | | 11.30 | | |
| 219.7 | | BIERD 4.1 | | | | | | | | | | | |
| 223.8 | D | CARLINVILLE 2.1 | 76 | 4.30 | 5.40 | 12.24 | 3.12 | 3.46 | | 8.25 | 11.39 | | |
| 225.9 | | RINAKER 3.8 | | 4.50 | 5.45 | 12.27 | 3.17 | 3.48 | | 8.27 | 11.41 | | |
| 229.7 | | MACOUPIN 4.5 | | | | | 3.24 | | | | | | |
| 234.2 | DN | PLAINVIEW 4.1 | 71 | 4.59 | 6.00 | 12.35 | 3.33 | 3.56 | | 8.34 | 11.52 | | |
| 238.3 | D | SHIPMAN 4.9 | | | 6.06 | | 3.40 | 4.00 | | | 11.57 | | |
| 243.2 | | MILES 2.8 | | | | | 3.47 | | | | | | |
| 246.0 | DN | BRIGHTON-C.B. & Q. 6.1 | | 5.10 | 6.17 | 12.46 | 3.50 | 4.07 | | 8.44 | 12.06 | | |
| 252.1 | DN | GODFREY 2.4 | | 5.20 | 6.27 | 12.55 | 4.00 | 4.13 | | 8.50 | 12.14 | | |
| 254.5 | | ALTON SUMMIT 3.0 | | | | | | | 3.45 | | | | |
| 257.5 | D | ALTON-C.C.C. & St. L. 3.0 | | Via {CutOff} | Via {CutOff} | Via {CutOff} | Via {CutOff} | Via {CutOff} | A 3.55 | Via {CutOff} | Via {CutOff} | | |
| | | COLLEGE AVE. (Alton) 0.8 | | 5.25 | 6.37 | 1.00 | 4.30 | 4.20 | | 8.55 | 12.24 | | |
| 262.1 | DN | WANN 12.0 Ill. Terminal | | 5.55 | 6.43 | 1.05 | 4.35 | 4.25 | | 9.00 | 12.30 | | |
| 262.9 | | NORTH WOOD RIVER 12.5 Ill. Terminal | | | | | | | | | | | |
| 274.9 | DN | GRANITE CITY 2.9 | | 6.15 | 7.05 | 1.20 | 4.55 | 4.42 | | 9.15 | 12.50 | | |
| 278.0 | DN | VENICE 2.0 | | | | | 5.02 | | | | | | |
| 280.0 | DN | BRIDGE JUNCTION 0.8 | | Via Merchants' Terminal | Via Merchants' Terminal | Via Merchants' Terminal | 5.07 | | | Via Merchants' Terminal | | | |
| 280.8 | | RELAY DEPOT 3.26 | | | | | 5.25 | | | | | | |
| | DN | ST. LOUIS 3.26 | | A 6.45 | A 7.43 | A 1.45 | A 5.45 | A 5.10 | | A 9.45 | A 1.20 | | |
| | | | | AM | AM | PM | PM | PM | PM | PM | AM | PM | |
| Time over Sub-Division... | | | | 4:35 | 4:28 | 3:06 | 5:25 | 3:10 | :10 | 2:53 | 3:50 | :06 | |
| Average speed per hour... | | | | 33.9 | 35.3 | 50.8 | 29.0 | 49.0 | 32.4 | 54.6 | 40.5 | 22.0 | |

Speed shown in special rule 5, and such other restrictions as may be in effect, will not be exceeded.

SOUTHWARD

| Dist. from Chicago | Train Order Stations | SUB-DIVISION 2 TIME TABLE No. 25 January 18, 1942 | Passing Siding Cap. 45 ft. Cars | SECOND CLASS | | | | | | | | | | 3RD CLASS | |
|---------------------------|----------------------|---|------------------------------------|-----------------|-----------------|-------|---------|--------|---------------------|-------|-------|-----------------|-----------------|-----------------|--|
| | | | | 85 | 89 | 93 | 83 | 91 | 117 | 97 | 95 | 87 | 107 | 109 | |
| | | | | Daily | Daily Ex Sunday | Daily | Daily | Daily | Daily Except Monday | Daily | Daily | Daily | Mon. Wed. Frid. | Mon. Wed. Frid. | |
| | | | | AM | PM | AM | AM | AM | AM | PM | PM | PM | AM | AM | |
| 126.6 | DN | BLOOMINGTON-N.Y.C.&St.L. 5.6 C.C.C.&St.L. | 98 | 12.05 | | 1.30 | 2.40 | | | 2.10 | | 4.00 | 9.00 | | |
| 132.2 | D | SHIRLEY 4.1 | | 12.18 | | 1.45 | 3.00 | | | 2.20 | | 4.20 | 9.20 | | |
| 136.3 | | FUNK'S GROVE 4.6 | | 12.25 | | 2.00 | 3.10 | | | 2.28 | | 4.27 | 9.35 | | |
| 140.9 | D | McLEAN 4.9 | 89 | 12.33 | | 2.25 | 3.18 | | | 2.38 | | 4.35 | 10.00 | | |
| 145.8 | DN | ATLANTA Penna. 3.9 | 75 | 12.42 | | 2.35 | 3.28 | | | 2.50 | | 4.45 | 11.04 | | |
| 149.7 | D | LAWNDALE 6.0 | | 12.48 | | 2.43 | 3.35 | | | 2.58 | | 4.53 | 11.20 | | |
| 155.7 | DN | ATHOL-I.T.S.-I.C. 0.7 | | 12.58 | | 2.54 | 3.45 | | | 3.10 | | 5.03 | 11.40 | | |
| 156.4 | DN | LINCOLN I.C. 2.6 | | 1.00 | | 2.56 | 3.47 | | | 3.12 | | 5.05 | 1.02 | | |
| 159.0 | | GRIGGS 4.4 | 83 | 1.05 | | 3.02 | 4.00 | | | 3.18 | | 5.13 | 1.25 | | |
| 163.4 | D | BROADWELL 3.9 | | 1.15 | | 3.12 | 4.25 | | | 3.27 | | 5.25 | 1.45 | | |
| 167.3 | D | ELKHART 5.7 | | 1.23 | | 3.20 | 4.33 | | | 3.35 | | 5.33 | 2.00 | | |
| 173.0 | D | WILLIAMSVILLE 4.6 | | 1.32 | | 3.32 | 4.43 | | | 3.47 | | 5.43 | 2.30 | | |
| 177.6 | DN | SHERMAN 5.3 | | 1.40 | 11.40 | 3.40 | 4.52 | | | 3.55 | | 5.50 | 2.49 | | |
| 182.9 | DN | RIDGELY C. and I. M. 2.2 | | | | 3.50 | | | | 4.05 | | | 3.15 | 6.30 | |
| 185.1 | DN | SPRINGFIELD-B. & O. 2.3 | | 2.05 | 12.20 | 4.20 | 5.45 | | | 4.15 | | 6.30 | | 6.40 | |
| 187.3 | DN | ILES-Wabash 3.8 | 81 | 2.11 | 12.30 | 4.30 | 5.55 | | | 4.20 | | 6.40 | | 6.46 | |
| 191.1 | | JUNOD 3.4 | 20 | | | | | | | | | | | 6.55 | |
| 194.5 | D | CHATHAM 4.6 | | 2.24 | 12.45 | | 6.15 | | | | | 6.55 | | 7.05 | |
| 199.1 | | LEFTON 1.5 | 50 | 2.31 | 12.52 | | 6.30 | | | | | 7.05 | | 7.20 | |
| 200.6 | D | AUBURN-C. & I. M. 3.7 | | 2.33 | 12.54 | | 6.35 | | | | | 7.07 | | 7.55 | |
| 204.3 | | THAYER 2.7 | | 2.40 | 1.01 | | 6.45 | | | | | 7.14 | | 8.10 | |
| 207.0 | D | VIRIDEN 3.8 | | 2.45 | 1.06 | | 6.52 | | | | | 7.20 | | 8.40 | |
| 210.8 | DN | GIRARD-C.B. & Q. 3.7 | 86 | 2.52 | 1.13 | | 7.02 | | | | | 7.27 | | 9.15 | |
| 214.5 | D | NILWOOD 5.2 | | 3.00 | 1.20 | | 7.10 | | | | | 7.33 | | 9.40 | |
| 219.7 | | BIERD 4.1 | | 3.08 | 1.29 | | 7.20 | | | | | 7.41 | | 10.00 | |
| 223.8 | D | CARLINVILLE 2.1 | 76 | 3.16 | 1.37 | | 7.35 | | | | | 7.50 | | 10.45 | |
| 225.9 | | RINAKER 3.8 | | 3.20 | 1.40 | | 7.45 | | | | | 8.00 | | 11.00 | |
| 229.7 | | MACOUPIN 4.5 | | | | | | | | | | | | 11.10 | |
| 234.2 | DN | PLAINVIEW 4.1 | 71 | 3.35 | 1.54 | | 8.05 | | | | | 8.15 | | 11.30 | |
| 238.3 | D | SHIPMAN 4.9 | | 3.43 | 2.04 | | 8.15 | | | | | 8.25 | | 11.45 | |
| 243.2 | | MILES 2.8 | | | | | | | | | | | | 11.55 | |
| 246.0 | DN | BRIGHTON-C.B. & Q. 6.1 | | 3.57 | 2.18 | | 8.30 | | | | | 8.35 | | 12.10 | |
| 252.1 | DN | GODFREY 2.4 | | 4.12 | 2.35 | | 8.45 | 7.30 | | | | 8.55 | | 12.30 | |
| 254.5 | | ALTON SUMMIT 3.0 | | Via {CutOff} | Via {CutOff} | | | | | | | | | 1.20 | |
| 257.5 | D | ALTON-C.C.C. & St. L. 3.0 | | Via {CutOff} | Via {CutOff} | | | | | | | Via {CutOff} | | 2.00 | |
| | | COLLEGE AVE. (Alton) 0.8 | | | | | | | | | | | | | |
| 262.1 | DN | WANN 12.0 Ill. Terminal | | 4.32 | 3.00 | | 9.05 | 7.50 | | | | 7.30 | 10.00 | | |
| 262.9 | | NORTH WOOD RIVER 12.5 Ill. Terminal | | | | | | | | | | | | | |
| 274.9 | DN | GRANITE CITY 2.9 | | | | | | | | | | | | | |
| 278.0 | DN | VENICE 2.0 | | A 5.30 | A 4.00 | | A 10.00 | A 9.00 | | | | 8.30 | A 11.00 | | |
| 280.0 | DN | BRIDGE JUNCTION 0.8 | | | | | | | | | | | | | |
| 280.8 | | RELAY DEPOT 3.26 | | | | | | | | | | | | | |
| | DN | ST. LOUIS 3.26 | | | | | | | | | | | | | |
| | | | | AM | AM | AM | AM | AM | AM | PM | PM | PM | PM | PM | |
| Time over Sub-Division... | | | | 5:25 | 4:20 | 3:00 | 7:20 | 1:30 | :15 | 2:10 | 1:15 | 7:00 | 6:15 | 7:30 | |
| Average speed per hour... | | | | 27.7 | 23.1 | 20.2 | 20.6 | 15.4 | 17.6 | 28.1 | 20.7 | 21.6 | 9.0 | 9.9 | |

Speed shown in special rule 5, and such other restrictions as may be in effect, will not be exceeded.

NORTHWARD

| Distance from East St. Louis | Train Order Stations | SUB-DIVISION No. 2 TIME TABLE No. 25 January 18, 1942 | Passing Siding Cap. In 45 ft. Cars | FIRST CLASS | | | | | | | | | |
|------------------------------|--|---|---------------------------------------|-------------|-------|-----------------|-------------------------|-------------------------|-------------------------|-------------------------|-------------------------|-------|--|
| | | | | 22 | 12 | 34 | 2 | 4 | 6 | 18 | 8 | 10 | |
| | | | | Daily | Daily | Daily Ex Sunday | Daily | Daily | Daily | Daily | Daily | Daily | |
| | | | | AM | AM | AM | AM | AM | PM | PM | PM | AM | |
| DN | ST. LOUIS | 3.26 | | 7.20 | | | 8.58 | 11.55 | 2.45 | 4.30 | 11.45 | 12.30 | |
| | RELAY DEPOT | 0.8 | | 7.38 | | | | | | | | | |
| 0.8 DN | BRIDGE JUNCTION | 2.0 | | 7.42 | | | Via Merchants' Terminal | Via Merchants' Terminal | Via Merchants' Terminal | Via Merchants' Terminal | Via Merchants' Terminal | | |
| 2.8 DN | VENICE | 3.1 | | 7.48 | | | | | | | | | |
| 5.9 DN | GRANITE CITY | 12.0 | | 7.55 | | | 9.20 | 12.20 | 3.10 | 4.52 | 12.12 | 12.56 | |
| 17.9 | NORTH WOOD RIVER | 0.8 Ill. Terminal | | 8.16 | | | | | | | | | |
| 18.7 DN | WANN | | | 8.18 | | | 9.34 | 12.35 | 3.26 | 5.06 | 12.31 | 1.15 | |
| | COLLEGE AVE. (Alton) | 4.6 | | 8.25 | | | 9.38 | 12.40 | 3.32 | 5.10 | 12.36 | | |
| 23.3 D | ALTON—C.C.C. & St. L. | 3.0 | | 9.00 | | | Via (Cut Off) | Via (Cut Off) | Via (Cut Off) | Via (Cut Off) | Via (Cut Off) | | |
| 26.3 | ALTON SUMMIT | 2.4 | | 9.06 | | | | | | | | | |
| 28.7 DN | GODFREY | 6.1 | 40 | 8.40 | 9.10 | | 9.43 | 12.49 | 3.40 | 5.15 | 12.46 | 1.30 | |
| 34.8 DN | BRIGHTON—C.B. & Q. | 2.8 | | 8.50 | | | 9.49 | 12.56 | 3.47 | 5.21 | 12.54 | 1.41 | |
| 37.6 | MILES | 4.9 | | 8.54 | | | | | | | | | |
| 42.5 D | SHIPMAN | 4.1 | | 9.01 | | | | | 3.54 | | 1.01 | 1.50 | |
| 46.6 DN | PLAINVIEW | 4.5 | 71 | 9.09 | | | 9.59 | 1.06 | 3.59 | 5.31 | 1.06 | 1.56 | |
| 51.1 | MACOUPIN | 3.8 | | 9.16 | | | | | | | | | |
| 54.9 | RINAKER | 2.1 | 71 | 9.22 | | | 10.07 | 1.14 | 4.07 | 5.38 | 1.15 | 2.06 | |
| 57.0 D | CARLINVILLE | 4.1 | | 9.27 | | | 10.09 | 1.16 | 4.10 | 5.40 | 1.18 | 2.09 | |
| 61.1 | BIERD | 5.2 | | | | | | | | | | | |
| 66.3 D | NILWOOD | 3.7 | | 9.40 | | | 10.17 | | 4.20 | 5.48 | 1.28 | 2.20 | |
| 70.0 DN | GIRARD—C.B. & Q. | 3.8 | | 9.46 | | | 10.20 | 1.27 | 4.24 | 5.51 | 1.32 | 2.26 | |
| 73.8 D | VIRIDEN | 2.7 | | 9.52 | | | | | 4.28 | | 1.36 | 2.31 | |
| 76.5 | THAYER | 3.7 | | 9.57 | | | | | | | | | |
| 80.2 D | AUBURN—C. & I. M. | 1.5 | | 10.05 | | | 10.29 | 1.36 | 4.34 | 6.00 | 1.43 | 2.38 | |
| 81.7 | LEFTON | 4.6 | | | | | | | | | | | |
| 86.3 D | CHATHAM | 3.4 | | 10.15 | | | | | 4.40 | | 1.50 | 2.45 | |
| 89.7 | JUNOD | 3.8 | | | | | | | | | | | |
| 93.5 DN | ILES—Wabash | 2.2 | | 7.15 | 10.24 | | 10.40 | 1.47 | 4.47 | 6.11 | 1.58 | 2.53 | |
| 95.7 DN | SPRINGFIELD—B. & O. | 1.5 | | 7.21 | 10.30 | | 10.45 | 1.55 | 4.55 | 6.18 | 2.03 | 3.03 | |
| 97.9 DN | RIDGELY—C. and I. M. | 5.3 | | 7.30 | | | | | 5.00 | | 2.18 | | |
| 103.2 DN | SHERMAN | 4.6 | | 7.46 | | | 10.52 | 2.08 | 5.13 | 6.26 | 2.33 | 3.20 | |
| 107.8 D | WILLIAMSVILLE | 5.7 | 90 | 7.53 | | | | 2.13 | 5.18 | 6.30 | 2.38 | 3.28 | |
| 113.5 D | ELKHART | 3.9 | | 8.00 | | | 11.01 | 2.18 | 5.24 | 6.35 | 2.44 | 3.36 | |
| 117.4 D | BROADWELL | 4.4 | 87 | 8.05 | | | | 2.22 | 5.28 | 6.39 | 2.48 | 3.42 | |
| 121.8 | GRIGGS | 2.6 | 70 | 8.10 | | | | | 5.32 | | 2.53 | 3.47 | |
| 124.4 DN | LINCOLN—I. C. | 0.7 | | 8.15 | | | 11.10 | 2.28 | 5.35 | 6.45 | 2.56 | 3.50 | |
| 125.1 DN | ATHOL—I.T.S., I. C. | 6.0 | 81 | 8.17 | | | 11.11 | 2.29 | 5.38 | 6.46 | 2.57 | 3.51 | |
| 131.1 D | LAWDALE | 3.9 | 102 | 8.25 | | | | | 5.44 | | 3.04 | 3.58 | |
| 135.0 DN | ATLANTA—Penna. | 4.9 | | 8.31 | | | 11.22 | 2.39 | 5.50 | 6.56 | 3.11 | 4.05 | |
| 139.9 D | McLEAN | 4.6 | 80 | 8.39 | | | 11.27 | 2.44 | 5.55 | 7.00 | 3.17 | 4.12 | |
| 144.5 | FUNK'S GROVE | 4.1 | 80 | 8.45 | | | 11.31 | 2.48 | 6.00 | 7.04 | 3.23 | 4.18 | |
| 148.6 D | SHIRLEY | 5.6 | 82 | 8.51 | | | 11.36 | 2.53 | 6.05 | 7.09 | 3.28 | 4.24 | |
| 154.2 DN | BLOOMINGTON—C.C.C. & St. L. N.Y.C. & St. L. | | | 9.00 | | | 11.43 | 3.00 | 6.15 | 7.15 | 3.35 | 4.35 | |
| | | | | AM | AM | AM | AM | PM | PM | PM | AM | AM | |
| Time over Sub-Division... | | | | 1:45 | 3:10 | :10 | 2:45 | 3:05 | 3:30 | 2:45 | 3:50 | 4:05 | |
| Average speed per hour... | | | | 34.6 | 31.2 | 32.4 | 56.4 | 50.3 | 44.3 | 56.4 | 39.6 | 38.0 | |

Speed as shown in special rule 5, and such other restrictions as may be in effect, will not be exceeded.

NORTHWARD

| Distance from East St. Louis | Train Order Stations | SUB-DIVISION No. 2 TIME TABLE No. 25 January 18, 1942 | Passing Siding Cap. In 45 ft. Cars | SECOND CLASS | | | | | | | | THIRD CLASS | |
|------------------------------|--|---|---------------------------------------|-----------------|---------------|-----------------|---------------|---------------|---------------|---------------|--|--------------------------|-------------------|
| | | | | 88 | 86 | 116 | 90 | 80 | 82 | 96 | | 108 | 106 |
| | | | | Daily Ex Monday | Daily | Daily Ex Monday | Daily | Daily | Daily | Daily | | Tuesday Thurs'y Saturday | Tues. Thurs. Sat. |
| | | | | AM | AM | AM | PM | PM | PM | PM | | AM | AM |
| DN | ST. LOUIS | 3.26 | | | | | | | | | | | |
| | RELAY DEPOT | 0.8 | | | | | | | | | | | |
| 0.8 DN | BRIDGE JUNCTION | 2.0 | | | | | | | | | | | |
| 2.8 DN | VENICE | 3.1 | | 12.45 | 2.30 | | 1.00 | 4.30 | 7.00 | 9.30 | | | |
| 5.9 DN | GRANITE CITY | 12.0 | | 1.00 | | | | 4.52 | | | | | |
| 17.9 | NORTH WOOD RIVER | 0.8 Ill. Terminal | | | | | | | | | | | |
| 18.7 DN | WANN | | | 1.30 | 3.00 | | 1.40 | 5.20 | 7.30 | 10.05 | | | |
| | COLLEGE AVE. (Alton) | 4.6 | | | | | | | | | | | |
| 23.3 D | ALTON—C.C.C. & St. L. | 3.0 | | Via (Cut Off) | Via (Cut Off) | | Via (Cut Off) | Via (Cut Off) | Via (Cut Off) | Via (Cut Off) | | 7.00 | |
| 26.3 | ALTON SUMMIT | 2.4 | | | | | | | | | | 7.15 | |
| 28.7 DN | GODFREY | 6.1 | 40 | 1.50 | 3.25 | | 2.10 | 5.40 | 7.50 | 10.30 | | 7.30 | |
| 34.8 DN | BRIGHTON—C.B. & Q. | 2.8 | | 2.10 | 3.38 | | | 5.55 | 8.09 | | | 8.00 | |
| 37.6 | MILES | 4.9 | | | | | | | | | | 8.10 | |
| 42.5 D | SHIPMAN | 4.1 | | 2.27 | 3.50 | | | 6.05 | 8.22 | | | 8.40 | |
| 46.6 DN | PLAINVIEW | 4.5 | 71 | 2.37 | 3.57 | | | 6.11 | 8.40 | | | 9.09 | |
| 51.1 | MACOUPIN | 3.8 | | | | | | | | | | 9.35 | |
| 54.9 | RINAKER | 2.1 | 71 | 2.57 | 4.17 | | | 6.30 | 8.55 | | | 9.45 | |
| 57.0 D | CARLINVILLE | 4.1 | | 3.01 | 4.20 | | | 6.35 | 8.59 | | | 10.10 | |
| 61.1 | BIERD | 5.2 | | 3.08 | 4.27 | | | 6.42 | 9.05 | | | 10.30 | |
| 66.3 D | NILWOOD | 3.7 | | 3.16 | 4.35 | | | 6.50 | 9.12 | | | 10.51 | |
| 70.0 DN | GIRARD—C.B. & Q. | 3.8 | | 3.22 | 4.40 | | | 6.57 | 9.17 | | | 11.45 | |
| 73.8 D | VIRIDEN | 2.7 | | 3.27 | 4.45 | | | 7.03 | 9.21 | | | 12.15 | |
| 76.5 | THAYER | 3.7 | | 3.30 | 4.48 | | | 7.07 | 9.24 | | | 12.35 | |
| 80.2 D | AUBURN—C. & I. M. | 1.5 | | 3.35 | 4.53 | | | 7.12 | 9.28 | | | 1.00 | |
| 81.7 | LEFTON | 4.6 | | 3.37 | 4.55 | | | 7.14 | 9.30 | | | 1.04 | |
| 86.3 D | CHATHAM | 3.4 | | 3.44 | 5.02 | | | 7.22 | 9.37 | | | 1.14 | |
| 89.7 | JUNOD | 3.8 | | | | | | | | | | 1.21 | |
| 93.5 DN | ILES—Wabash | 2.2 | | 3.54 | 5.12 | 8.50 | | 7.39 | 9.47 | | | 1.28 | |
| 95.7 DN | SPRINGFIELD—B. & O. | 1.5 | | 4.00 | 5.18 | 9.00 | | 7.45 | 9.53 | | | 1.35 | |
| 97.9 DN | RIDGELY—C. and I. M. | 5.3 | | | | 9.05 | | | | | | 1.45 | 9.00 |
| 103.2 DN | SHERMAN | 4.6 | | 5.30 | 5.50 | | | 8.20 | 10.30 | | | 9.15 | |
| 107.8 D | WILLIAMSVILLE | 5.7 | 90 | | 5.58 | | | 8.27 | 10.38 | | | 9.30 | |
| 113.5 D | ELKHART | 3.9 | | | 6.08 | | | 8.37 | 10.48 | | | 9.50 | |
| 117.4 D | BROADWELL | 4.4 | 87 | | 6.15 | | | 8.43 | 10.55 | | | 10.05 | |
| 121.8 | GRIGGS | 2.6 | 70 | | 6.22 | | | 8.49 | 11.02 | | | 10.30 | |
| 124.4 DN | LINCOLN—I. C. | 0.7 | | | 6.25 | | | 8.53 | 11.05 | | | 11.13 | |
| 125.1 DN | ATHOL—I.T.S., I. C. | 6.0 | 81 | | 6.26 | | | 8.54 | 11.06 | | | 12.10 | |
| 131.1 D | LAWDALE | 3.9 | 102 | | 6.36 | | | 9.04 | 11.16 | | | 12.30 | |
| 135.0 DN | ATLANTA—Penna. | 4.9 | | | 6.46 | | | 9.12 | 11.26 | | | 1.00 | |
| 139.9 D | McLEAN | 4.6 | 80 | | 6.56 | | | 9.20 | 11.36 | | | 1.30 | |
| 144.5 | FUNK'S GROVE | 4.1 | 80 | | 7.06 | | | 9.26 | 11.46 | | | 2.00 | |
| 148.6 D | SHIRLEY | 5.6 | 82 | | 7.16 | | | 9.35 | 11.56 | | | 2.30 | |
| 154.2 DN | BLOOMINGTON—C.C.C. & St. L. N.Y.C. & St. L. | | | 7.30 | | | | 9.50 | 12.10 | | | 2.45 | |
| | | | | AM | AM | AM | PM | PM | AM | PM | | PM | PM |
| Time over Sub-Division... | | | | 4:45 | 5:00 | :15 | 1:10 | 5:20 | 5:10 | 1:00 | | 6:45 | 5:45 |
| Average speed per hour... | | | | 21.1 | 30.2 | 17.6 | 22.2 | 28.3 | 29.2 | 25.9 | | 11.0 | 9.7 |

Speed as shown in special rule 5, and such other restrictions as may be in effect, will not be exceeded.

SOUTHWARD

Passenger trains will not exceed a speed of 30 miles per hour.
Speed shown in special rule 5, and such other restrictions as may be in effect, will not be exceeded.

SOUTHWARD

[illegible]

NORTHWARD

Speed as shown in special rule 5, and such other restrictions as may be in effect, will not be exceeded.

SOUTHWARD

Speed shown in special rule 5, and such other restrictions as may be in effect, will not be exceeded.

NORTHWARD

SOUTHWARD

| Distance from Sherman Train Order Stations | Train Order Stations | SUB-DIVISION 4 TIME TABLE No. 25 January 18, 1942 | Passing Siding Cap. 45 ft. Cars | SECOND CLASS | | | Distance from Peoria Train Order Stations | Train Order Stations | SUB-DIVISION 4 TIME TABLE No. 25 January 18, 1942 | Passing Siding Cap. 40 ft. Cars | SECOND CLASS | | |
|---|-------------------------|---|------------------------------------|--------------------|--------|--|---|-------------------------|---|------------------------------------|--------------|--------------------|-------|
| | | | | 88 | 180 | | | | | | 185 | 89 | |
| | | | | Daily Ex Monday | Daily | | | | | | Daily | Daily Ex Sunday | |
| | | | | AM | AM | | | | | | PM | PM | |
| ..... | DN | SHERMAN 3.3 | | \$ 5.30 |  |  | ..... | DN | PEORIA 5.0 | | \$ 8.30 | \$ 9.30 | ..... |
| 3.3 | ..... | ELLIS 1.0 | | | | | 5.0 | ..... | GROVE 3.8 | | 8.45 | 9.40 | ..... |
| 4.3 | ..... | VAN WOOD 2.6 | | | | | 8.8 | DN | A.T.&S.F. PEKIN C.C.C.&St.L. 6.1 | 80 | 9.00 | 9.50 | ..... |
| 6.0 | D | FANCY PRAIRIE 3.6 | | \$ 5.50 | | | 14.9 | ..... | SOUTH PEKIN 5.1 | | 9.15 | 10.10 | ..... |
| 10.5 | ..... | CROFT 3.8 | | | | | 20.0 | ..... | GREEN VALLEY—L.C. 4.0 | | 9.30 | 10.25 | ..... |
| 13.8 | D | MIDDLETOWN 6.1 | | \$ 6.10 | | | 24.0 | ..... | WINKEL 3.0 |  |  |  | ..... |
| 19.9 | ..... | NEW HOLLAND—L.C. 4.3 | | \$ 6.30 | | | 27.0 | ..... | P. & N. JUNCTION 0.4 | | A 9.45 | 10.40 | ..... |
| 24.2 | ..... | HARNESS 3.7 | | | | | 27.4 | D | SAN JOSE 4.1 | 54 |  |  | ..... |
| 27.9 | ..... | P. & N. JUNCTION 0.4 | | \$ 7.00 | 3.50 | | 31.5 | ..... | HARNESS 4.3 |  |  |  | ..... |
| 28.3 | D | SAN JOSE 3.4 | 54 | | | | 35.8 | ..... | NEW HOLLAND—L.C. 6.1 | | | 11.00 | ..... |
| 31.7 | ..... | WINKEL 4.0 | | | | | 41.9 | D | MIDDLETOWN 3.3 | | | 11.12 | ..... |
| 35.7 | ..... | GREEN VALLEY—L.C. 5.1 | | \$ 7.25 | 4.15 | | 45.2 | ..... | CROFT 3.6 |  |  |  | ..... |
| 40.8 | ..... | SOUTH PEKIN 6.1 | | \$ 7.45 | 4.30 | | 48.8 | D | FANCY PRAIRIE 2.6 | | | 11.25 | ..... |
| 46.9 | DN | A.T.&S.F.-PEKIN-C.C.C.&St.L. 3.8 | 80 | \$ 9.15 | 4.50 | | 51.4 | ..... | VAN WOOD 1.0 |  |  |  | ..... |
| 50.7 | ..... | GROVE 5.0 | | 9.45 | 5.05 | | 52.4 | ..... | ELLIS 3.3 |  |  |  | ..... |
| 55.7 | DN | PEORIA | | A 10.15 | A 5.30 | | 55.7 | DN | SHERMAN | | | 11.40 | ..... |
| | | | | AM | AM | | | | | | PM | PM | |
| | | Time over Sub-Division .. | | 4:45 | 1:40 | | | | Time over Sub-Division .. | | 1:15 | 2:10 | |
| | | Average speed per hour .. | | 11.7 | 16.2 | | | | Average speed per hour .. | | 21.9 | 25.7 | |

Passenger trains will not exceed a speed of 30 miles per hour.
Speed as shown in special rule 5, and such other restrictions as may be in effect, will not be exceeded.

DON'T
GET
HURT

RULES GOVERNING OPERATION OF THE JOINT TRACKS OF THE
A., T. & S. F. RY. CO., AND ALTON R. R. CO. PEQUOT LINE

1. The A., T. & S. F. Railway Company main track Plaines to Pequot, (designated as track No. 2 or westward track), will be used by westward or southward trains. The Alton Railroad main track Pequot to Plaines, (designated as track No. 1 or eastward track), will be used by northward or eastward trains.

The movement of trains will be supervised by the A., T. & S. F. Train Dispatcher, who will issue instructions to signalmen, train and enginemen when required.

2. Double track between Plaines and Pequot. Trains shall keep to the right.

Trains will run with the current of traffic by block signals, whose indications will supersede time table superiority.

When necessary to run trains against the current of traffic, movement must be controlled by train orders.

Trains will not use nor foul opposite main track until they receive permission, after which train must be fully protected.

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

3. Trains must register by Form 903 at Pequot.

4.

5. A., T. & S. F. trains use marker lamps with red and yellow lenses.

Trains displaying classification signals will continue same over the joint track. The display of green signals on a train of either line will indicate that following section is of the same line.

6. RESTRICTED SPEED—Proceed prepared to stop short of train obstruction or anything that may require the speed of a train to be reduced.

7. A train finding a fusee burning on or near its track must stop and wait until it has burned out before proceeding.

8. The explosion of two torpedoes is a signal to proceed at restricted speed for a distance of one mile. The explosion of one torpedo will indicate the same as two but the use of two is required.

9. At meeting or passing points the employe attending the switch must not unlock derail or main line switch, nor station himself nearer to main track switch than the clearance point, and, when safe to do so, on opposite side of track, until expected train has been met or passed.

Employes using switches should observe whether switch points fit properly after switch is lined, and must grasp the lock chain and pull it to insure that the lock is securely fastened.

Employes, in alighting from trains to change switches must get off on opposite side of track from switch stand when to do so will not endanger their safety.

Crews of trains which are clear of main track must not give "proceed" signals to approaching trains.

10. West switch of new cross over and westward siding at Plaines are equipped with a spring switch.

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

When movement is made over spring switch, it must be continuous until switch is cleared. If necessary to make a back-up movement against the points before clearing same, the switch must first be lined by hand.

11. The display of two yellow signals on the same mast is a medium speed signal, the indication of which will permit a train to proceed and approach next signal prepared to proceed at restricted speed.

12. FLAGGING THROUGH INTERLOCKING PLANTS. When an interlocking plant is out of order and the signals cannot be operated and the operator or towerman desires a train or engine to move through the plant, permission may be given verbally or by proceed signal with yellow flag or yellow light, but in such case some member of crew must precede train or engine and flag over each interlocked switch, derail and railroad crossing protected by such signals.

13. SPEED RESTRICTIONS.

Passenger trains or engines will not exceed speed of twenty-five (25) miles per hour, or one (1) mile in two (2) minutes and twenty-four (24) seconds; freight trains or engines twenty (20) miles per hour, or one (1) mile in three (3) minutes, through crossover from Alton to Santa Fe at Plaines and from Santa Fe to Alton at Pequot.

On other turnouts and crossovers trains or engines will not exceed speed of ten (10) miles per hour, or one (1) mile in six (6) minutes.

Freight trains or engines will not exceed a speed of forty-five miles per hour, or one (1) mile in one (1) minute and twenty (20) seconds.

Speed of light engines moving forward forty miles per hour, backward twenty-five miles per hour.

Engines running backward handling train must not exceed speed permitted for light engines running backward.

Trains handling wrecking outfits, derricks, steam shovels, clam shells, ditchers, pile drivers, spreaders and similar machinery moving on their own running gear must not exceed speed of twenty-four miles per hour.

A yellow flag, yellow disc lettered "SLOW" or a yellow light will be placed at least one mile in advance of where reduced speed applies on temporary reduced speed locations, at the end of which a green flag, green disc or green light will be placed, which rear of train will pass before speed shall be increased. Reduced speed limit shall be fifteen miles per hour unless otherwise specified by train order or bulletin.

A yellow board, with black numerals on the track side to indicate the speed limit for passenger trains and on the field side to indicate the speed limit for freight trains, will be placed at least 2500 feet in advance of where reduced speed applies on permanent reduced speed locations, at the end of which a green board will be placed which rear of train will pass before speed shall be increased. There may be more than one yellow board in advance of green board, in which case the reduced speed limits shown on each yellow board shall be observed in succession until a green board is passed.

14. When detained by hot box, break-in-two, derailment or other cause, phone full information quickly, and state nature of trouble. There must be no delay in making such report so that in case it is necessary to get in the clear or arrange for detour it can be done without delay. Phones are located as follows:

Near M.P. 43, box on pole between tracks.
West end Switzers' curve, near M.P. 44.
Near M.P. 45, box on pole between tracks.
Millsdale, near M.P. 46, box on pole.
Drummond, on pole between tracks.
Blodgett, box on pole between tracks.
Lorenzo, box on north side of station.
Lorenzo, on pole near head out switch, westward siding.
Wilmington Mine Wye Switches. Dell Abbey Switch.
Box on pole.