

R. R. KINGTON, Trainmaster Chillicothe
 G. B. LUNDAY, Trainmaster Ft. Madison
 D. D. DIDIER, Trainmaster Ft. Madison
 W. D. JOHNSON, Asst. Trainmaster McCook
 J. W. ELLIOTT, Road Foreman of Engines Ft. Madison
 W. J. McMEANS, Road Foreman of Engines Argentine
 P. J. WHITE, Chief Dispatcher Ft. Madison
 P. M. BUCKINGHAM, Asst. Chief Dispatcher Ft. Madison
 M. A. BARBER, Asst. Chief Dispatcher Ft. Madison
 J. W. FISHER, Asst. Chief Dispatcher Ft. Madison

TRAIN DISPATCHERS—FT. MADISON

J. H. HORAN R. G. BUCKINGHAM R. J. ALEXANDER
 C. R. MACHEN A. D. ROOF E. A. DENT
 L. E. REHBEIN J. D. HUNTER J. T. SEVIER
 G. M. HOBACK R. D. MATHES R. F. BIEGLER
 J. L. AUSTIN

R. L. WOOD, Trainmaster Corwith
 F. S. KOWALCZYK, Trainmaster Corwith
 A. J. TISKEVICH, Passenger Trainmaster Chicago
 D. E. SKINNER, Asst. Trainmaster Corwith
 G. J. HIGGINS, Asst. Trainmaster Corwith
 J. A. CARRIER, Asst. Superintendent Argentine
 D. W. TEEL, Asst. Superintendent Argentine
 W. A. GOSSETT, Passenger Trainmaster Kansas City
 H. L. ROGERS, Trainmaster Argentine
 A. A. CATRON, Trainmaster Argentine
 L. C. LOWE, Asst. Trainmaster Argentine
 J. L. SULLIVAN, Asst. Trainmaster Argentine
 J. E. HUTCHISON, Asst. Trainmaster Argentine
 R. E. KING, Road Foreman of Engines Argentine

AVOID DAMAGE—SWITCH CUSTOMERS CARS CAREFULLY

OVERSPEED Couplings are **DAMAGING** -

Here's what happens:

Speed	SAFE COUPLING SPEED
4 miles per hour <input type="checkbox"/>	Damage Begins
5 miles per hour <input type="checkbox"/>	2 1/4 times as damaging as 4 MPH
6 miles per hour <input type="checkbox"/>	3 times as damaging as 4 MPH
7 miles per hour <input type="checkbox"/>	4 times as damaging as 4 MPH
8 miles per hour <input type="checkbox"/>	5 times as damaging as 4 MPH
9 miles per hour <input type="checkbox"/>	6 times as damaging as 4 MPH
10 miles per hour <input type="checkbox"/>	

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

HANDLE FREIGHT CAREFULLY AND KEEP OUR CUSTOMERS.

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

SPEED TABLE

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

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

**The Atchison, Topeka and Santa Fe
 Railway Co.**

**EASTERN LINES
 Eastern District**

ILLINOIS DIVISION

TIME TABLE NO.

17

IN EFFECT

Sunday, June 8, 1969

At 12:01 A. M.

Central Standard Time

This Time Table is for the exclusive use and guidance of employes

**L. M. OLSON,
 General Manager,
 Topeka, Kansas**

**H. D. FISH,
 Asst. General Manager,
 Topeka, Kansas**

**C. R. ROSE,
 Superintendent,
 Ft. Madison, Iowa**

**H. L. LEWIS,
 Superintendent,
 Corwith, Illinois**

**F. A. BEAUCHAMP,
 Superintendent,
 Argentine, Kansas**

2 FIRST DISTRICT

WESTWARD

ILLINOIS DIVISION

Siding Capacity 40 ft. Per Car	WESTWARD					TIME TABLE No. 17 June 8, 1969	Mile Post	Communications Turn Tables and Ways	Ruling Grade Ascending	Feet Per Mile	
	Second Class	First Class									STATIONS
	47	17	15	1	23						
	Freight										
	Leave Daily Ex. Sun.	Leave Daily	Leave Daily	Leave Daily	Leave Daily						
		PM 6.30	PM 5.20	AM 10.00	AM 9.00	CHICAGO 1.3 A. T. & S. F. Jct. 21st. Street		C	0		
		6.35	5.25	10.05	9.05	0.1 PRR-C&WI Cros. YL 3.0 Panhandle Crossing	1.3 1.4	T	79.2		
						1.5 I.N. Crossing CORWITH 1.4 Chicago Belt Crossing	4.4 5.9	Y RC	26.4 35.8		
		6.45	5.35	10.15	9.15	NERSKA 5.5 McCOOK B. & O. C. T. Crossing	7.3 12.8		0		
E W 126 76		6.51	5.41	10.21	9.21	4.6 WILLOW SPRINGS 5.6 ARGONNE	17.4 23.0	RC B	0		
E W 190 86		6.56	5.46	10.26	9.26	2.1 LEMONT 4.2 ROMEO	25.1 29.3	C B	0		
		7.07	5.57	10.37	9.39	3.4 LOCKPORT 3.5 JOLIET YARD	32.7 36.2	C TRC	0		
						1.3 JOLIET U.S. YL 4.0 C. R. I. & P. Crossing	37.5	C	10.6		
W 98		7.24	6.14	10.54	9.59	4.6 PLAINES 6.6 DRUMMOND	41.5 48.2	B	0		
E W 56 89						4.4 LORENZO 4.0 PEQUOT	52.8 57.2	B	6.1		
		7.37	6.27	11.07	10.12	1.0 COAL CITY 7.9 MAZON	58.2 66.1	RC C	9.1		
						4.7 VERONA 4.0 KINSMAN	70.8 74.8		8.7		
E 102		7.47	6.37	11.17	10.24	5.0 RANSOM 4.6 KERNAN	79.8 84.4	B	10.2		
E 25						5.2 STREATOR 0.2 GM&O & NYC Crs'g.	89.6 89.8	B TRC	13.7		
	AM - 7.30	8.05	6.55	11.35	10.45	0.4 N. & W. Crossing	90.2	B	15.8		
						3.7 MOON 1.9 ANCONA	93.9 95.8		0		
		7.40				6.3 LEEDS 7.8 TOLUCA	102.1 109.9	B RC	26.4		
	Via Pekin District	8.22	7.12	11.52	11.04	6.0 LA ROSE 4.9 WILBERN	116.0 120.9	B	0		
						9.1 CHILlicothe	130.0	TRC	0		
	Arrive Daily Ex. Sun.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(129.8)			26.4		
	18.6	59.9	59.9	59.9	53.0	Average speed per hour					

Between Chicago and AT&SF Jct. 21st Street be governed by C&WI timetable and bulletins, see Special Rule 5.

RULE 251 IN EFFECT:

Main track No. 1 AT&SF Jct. 21st Street to interlocking MP 3.1, and both main tracks Joliet U.S. to Pequot.

RULE 261 IN EFFECT:

Main track No. 2 AT&SF Jct. 21st Street to interlocking MP 3.1, and on main tracks interlocking MP 3.1 to Joliet U.S., and Pequot to Chillicothe.

Between AT&SF Jct. 21st Street and Panhandle Crossing, the first two tracks from the south are AT&SF main tracks No. 1 and No. 2 respectively, and the third and fourth tracks are I.C. Eastward and Westward main tracks respectively. AT&SF trains and engines may use I.C. westward main track from AT&SF Jct. 21st Street and from interlocking MP 3.1 with current of traffic on signal indication.

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

Between Kernan and MP 88.8 north track designated main track No. 2 upon which the current of traffic is westward; middle track main track No. 1 upon which the current of traffic is eastward; and south track main track No. 3 upon which there is no current of traffic. On main track No. 3 between MP 86.9 and MP 88.8 trains and engines must move at restricted speed, and between these points flag protection is not required.

INDUSTRY AND OTHER TRACKS BETWEEN STATIONS

Name	Location	Capacity
Waterways Terminal	MP 9.7	72 cars
General Motors Plant	MP 14.5	Yard
Industry Spur	MP 14.6	55 cars
Lemont Manufacturing	MP 26.0	Yard
Union Oil Co.	MP 27.8	225 cars
Millsdale (spur)	MP 46.1	7 cars
Blodgett Ordnance	MP 50.3	
Industrial Lead	MP 51.1	328 cars
" " (Run Around)		30 cars
Gorman (spur)	MP 61.9	7 cars
Verona Spur	MP 72.0	10 cars

Trains originating Chicago, Corwith, Joliet Yard, and No. 47 at Streator must secure numbered clearance card before leaving.

Proceed indication on westward GM&O interlocking signal at Plaines authorizes a GM&O train to run extra with the current of traffic Plaines to Pequot.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH	
	Psg.	Fr.
Chicago, over 14th Street Grade Crossing	5	5
Chicago, 14th Street to AT&SF Jct. 21st Street	20	20
AT&SF Jct. 21st Street to Interlocking MP 3.1	30	30
Interlocking MP 3.1 to Pequot	79	60*
Pequot to Chillicothe (Except track 3)	90	60*
Track 3 (Kernan to MP 88.8)	40	30

*Where district speed is shown 60 MPH for Freight, with train consist and controlling engine with number of units of operative dynamic brake indicated below, maximum speed for freight trains is as follows:

No. Units Operative Dyn. Brake	Tons	Average Weight Per Car	District Speed MPH
2 or more	1750 or less	46 to 50 tons	65
		45 tons or less	70
3 or more	3249 or less	46 to 50 tons	65
		45 tons or less	70
3 or more units 100, 350, 400, 800, 900, 1700, 1800, 1900, 4000, 5590, 7500 or 8500 class or 4 or more other classes	3250 or less	Number of Cars	
		50 to 54	65
		55 or more	70
	3251 to 3500	58 to 69	65
		70 or more	70
	3501 to 3750	68 to 89	65
		90 or more	70
	3751 to 4000	73 to 109	65
		110 or more	70
	4001 to 4250	80 or more	65
4251 to 4500		90 or more	65
		4501 to 4750	65

SPEED RESTRICTIONS - CURVES, RR CROSSINGS, AND DRAW BRIDGES

	MPH	
	Psg.	Fr.
RR Crossing MP 1.4 (Interlocking)	20	20
D. Bridge MP 3.1 (Interlocking)	20	15
RR Crossing MP 4.4 (Interlocking)	20	20
RR Crossing MP 5.9 (Interlocking)	79	70
RR Crossing MP 7.3 (Interlocking)	79	70
2 Curves, MP 9.0 to 9.4	75	70
Curve, MP 9.7 to 9.9	40	40
Bridge, MP 9.9 to 10.0	30	30
Curve, MP 11.9 to 12.3	60	60
RR Crossing MP 12.8 (Interlocking)	79	70
Curve, MP 24.0 to 24.7	70	70
Bridge, MP 24.7 to 24.8	40	30
4 Curves, MP 24.8 to 25.9	50	50
2 Curves, MP 27.4 to 28.7	65	65
Curve, MP 29.1 to 29.2	65	65
Curve, MP 32.6 to 32.9 (Track No. 1)	75	70
5 Curves, MP 32.6 to 35.6 (Track No. 2)	75	70
4 Curves, MP 35.3 to 35.8 (Track No. 1)	60	60
Curve, MP 36.1 to 36.3 (Track No. 1)	45	45
Curve, MP 36.3 to 36.6 (Track No. 1)	45	45
(Basin Bridge) (Track No. 2)	60	60
2 Curves, MP 36.8 to 37.1	35	35
Curve, MP 37.2 to 37.4	25	25

SPEED RESTRICTIONS - CURVES, RR CROSSINGS, AND DRAW BRIDGES (Cont'd)

	MPH	
	Psg.	Fr.
RR Crossing MP 37.5 (Interlocking)	25	25
Curve, MP 38.3 to 38.9	70	70
Curve, MP 40.6 to 41.1 (Track No. 1)	65	65
Curve, MP 43.6 to 43.9 (Track No. 1)	75	70
3 Curves, MP 57.0 to 57.3 (Track No. 1)	40	40
2 Curves, MP 57.0 to 57.4 (Track No. 2)	70	70
Curve, MP 58.0 to 58.2	70	70
Curve, MP 58.4 to 58.7	60	60
3 Curves, MP 88.2 to 89.3 (Track No. 1)	55	55
" " " (Track No. 2)	60	60
2 Curves, MP 89.5 to 90.3	40	40
RR Crossing MP 89.8 (Interlocking)	40	40
RR Crossing MP 90.2 (Interlocking)	40	40

SWITCHES AND SIDINGS - MAXIMUM AUTHORIZED SPEED

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

Trains or engines using siding must not exceed maximum turnout speed for that siding.

"I"—Interlocked Switch.

"S"—Spring Switch.

Station or MP	Type	Switches and Turnouts	MPH
AT&SF Jct. 21st Street	I	Crossovers and turnouts	10
Corwith	I	East leg of wye	10
	I	Crossovers and turnouts west of IN Crossing	30
McCook	I	Both ends eastward siding	40
MP 14.2	I	Crossover	40
MP 14.5	I	Switch to GM Plant Yard	30
MP 16.5	I	Switch to GM Plant Yard	30
Willow Springs	I	Crossovers	40
	I	East end westward siding	40
Romeo	I	Crossovers	40
Joliet Yard	I	Eastward head-in switch	30
	S	Head-out switch MP 36.4	30
Joliet U.S.	I	Crossovers MP 37.2 to 37.9	15
Plaines	I	GM&O to AT&SF	40
	S	West end siding and connection GM&O to AT&SF	30
Pequot	I	AT&SF to GM&O	40
	I	Crossovers	40
Verona	I	Crossovers	40
	I	West end siding	40
	S	East end siding	30
Kernan	I	Crossovers and turnout Track No. 3	40
Streator	I	Crossovers and turnout N&W Crossing	30
	S	Track No. 1 MP 91.5	20
Ancona	I	Crossovers	40
	I	Turnout Pekin Dist.	30
Toluca	I	Crossovers	40
Chillicothe	I	Crossovers and turnouts east end yard	40

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH	
	Psg.	Frt.
Chillicothe to Pequot (Except track 3)	90	60*
Pequot to Interlocking MP 3.1	79	60*
Track No. 3 (MP 88.8 to Kernan)	40	30
Interlocking MP 3.1 to AT&SF Jct. 21st Street	30	30
AT&SF Jct. 21st Street to 14th Street (Chicago)	20	20
Chicago over 14th Street Grade Crossing	5	5

*Where district speed is shown 60 MPH for Freight, with train consist and controlling engine with number of units of operative dynamic brake indicated below, maximum speed for freight trains is as follows:

No. Units Operative Dyn. Brake	Tons	Average Weight Per Car	District Speed MPH
2 or more	1750 or less	46 to 50 tons	65
		45 tons or less	70
3 or more	3249 or less	46 to 50 tons	65
		45 tons or less	70
3 or more units 100, 350, 400, 800, 900, 1700, 1800, 1900, 4000, 5590, 7500 or 8500 class or 4 or more other classes	3250 or less	Number of Cars	
		50 to 54	65
		55 or more	70
	3251 to 3500	58 to 69	65
		70 or more	70
	3501 to 3750	68 to 89	65
		90 or more	70
	3751 to 4000	73 to 109	65
110 or more		70	
4001 to 4250	80 or more	65	
	4251 to 4500	90 or more	65
		4501 to 4750	100 or more

SPEED RESTRICTIONS - CURVES, RR CROSSINGS, AND DRAW BRIDGES

	MPH	
	Psg.	Frt.
RR Crossing MP 1.4 (Interlocking)	20	20
D. Bridge MP 3.1 (Interlocking)	20	15
RR Crossing MP 4.4 (Interlocking)	20	20
RR Crossing MP 5.9 (Interlocking)	79	70
RR Crossing MP 7.3 (Interlocking)	79	70
2 Curves, MP 9.0 to 9.4	75	70
Curve, MP 9.7 to 9.9	40	40
Bridge, MP 9.9 to 10.0	30	30
Curve, MP 11.9 to 12.3	60	60
RR Crossing MP 12.8 (Interlocking)	79	70
Curve, MP 24.0 to 24.7	70	70
Bridge, MP 24.7 to 24.8	40	30
4 Curves, MP 24.8 to 25.9	50	50
2 Curves, MP 27.4 to 28.7	65	65
Curve, MP 29.1 to 29.2	65	65
Curve, MP 32.6 to 32.9 (Track No. 1)	75	70
5 Curves, MP 32.6 to 35.6 (Track No. 2)	75	70
4 Curves, MP 35.3 to 35.8 (Track No. 1)	60	60
Curve, MP 36.1 to 36.3 (Track No. 1)	45	45
Curve, MP 36.3 to 36.6 (Track No. 1) (Basin Bridge) (Track No. 2)	45	45
	60	60
2 Curves, MP 36.8 to 37.1	35	35
Curve, MP 37.2 to 37.4	25	25
RR Crossing MP 37.5 (Interlocking)	25	25

SPEED RESTRICTIONS - CURVES, RR CROSSINGS, AND DRAW BRIDGES (Cont'd)

		MPH	
		Psg.	Frt.
Curve,	MP 38.3 to 38.9	70	70
Curve,	MP 40.6 to 41.1 (Track No. 1)	65	65
Curve,	MP 43.6 to 43.9 (Track No. 1)	75	70
3 Curves,	MP 57.0 to 57.3 (Track No. 1)	40	40
2 Curves,	MP 57.0 to 57.4 (Track No. 2)	70	70
Curve,	MP 58.0 to 58.2	70	70
Curve,	MP 58.4 to 58.7	60	60
3 Curves,	MP 88.2 to 89.3 (Track No. 1)	55	55
"	" " (Track No. 2)	60	60
2 Curves,	MP 89.5 to 90.3	40	40
RR Crossing	MP 89.8 (Interlocking)	40	40
RR Crossing	MP 90.2 (Interlocking)	40	40

SWITCHES AND SIDINGS - MAXIMUM AUTHORIZED SPEED

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

Trains or engines using siding must not exceed maximum turnout speed for that siding.

"I"—Interlocked Switch.

"S"—Spring Switch.

Station or MP	Type	Switches and Turnouts	MPH
AT&SF Jct. 21st. Street	I	Crossovers and turnouts	10
Corwith	I	East leg of wye	10
	I	Crossovers and turnouts west of IN Crossing	30
McCook	I	Both ends eastward siding	40
MP 14.2	I	Crossover	40
MP 14.5	I	Switch to GM Plant Yard	30
MP 16.5	I	Switch to GM Plant Yard	30
Willow Springs	I	Crossovers	40
	I	East end westward siding	40
Romeo	I	Crossovers	40
Joliet Yard	I	Eastward head-in switch	30
	S	Head-out switch MP 36.4	30
Joliet U.S.	I	Crossovers MP 37.2 to 37.9	15
Plaines	I	GM&O to AT&SF	40
	S	West end siding and connection GM&O to AT&SF	30
Pequot	I	AT&SF to GM&O	40
	I	Crossovers	40
Verona	I	Crossovers	40
	I	West end siding	40
	S	East end siding	30
Kernan	I	Crossovers and turnout Track No. 3	40
Streator	I	Crossovers and turnout N&W Crossing	30
	S	Track No. 1 MP 91.5	20
Ancona	I	Crossovers	40
	I	Turnout Pekin Dist.	30
Toluca	I	Crossovers	40
Chillicothe	I	Crossovers and turnouts east end yard	40

ILLINOIS DIVISION

EASTWARD

FIRST DISTRICT 5

RULE 251 IN EFFECT:

Pequot to Joliet U.S., and on Track No. 1 interlocking MP 3.1 to AT&SF Jct. 21st Street.

RULE 261 IN EFFECT:

Main tracks in Chillicothe to Pequot, Joliet U.S. to interlocking MP 3.1, and on track No. 2 MP 3.1 to AT&SF Jct. 21st Street.

Between MP 88.8 and Kernan north track designated main track No. 2 upon which the current of traffic is westward; middle track No. 1 upon which the current of traffic is eastward; and south track main track No. 3 upon which there is no current of traffic. On main track No. 3 between MP 88.8 and MP 86.9 trains and engines must move at restricted speed, and between these points flag protection is not required.

Eastward extras leaving from yard track at Streator, will use main track No. 3 unless otherwise instructed.

Between Panhandle Crossing and AT&SF Jct. 21st Street, the first two tracks from the south are AT&SF main tracks No. 1 and No. 2 respectively, and the third and fourth tracks are I.C. Eastward and Westward main tracks respectively. AT&SF trains and engines may use I.C. eastward main track with the current of traffic from Panhandle Crossing on hand signal from Switchtender and on signal indication with current of traffic from interlocking MP 3.1.

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

Between AT&SF Jct. 21st Street and Chicago be governed by C&WI time table and bulletins. See Special Rule 5.

INDUSTRY AND OTHER TRACKS BETWEEN STATIONS

Name	Location	Capacity
Waterways Terminal	MP 9.7	72 cars
General Motors Plant	MP 14.5	Yard
Industry Spur	MP 14.6	55 cars
Lemont Manufacturing	MP 26.0	Yard
Union Oil Co.	MP 27.8	225 cars
Millsdale (spur)	MP 46.1	7 cars
Blodgett Ordnance	MP 50.3	
Industrial Lead	MP 51.1	328 cars
" " (Run Around)		30 cars
Gorman (spur)	MP 61.9	7 cars
Verona Spur	MP 72.0	10 cars

Mile Post	Communications Turn Tables and Wyes	Ruling Grade Ascending	Feet Per Mile	EASTWARD					Siding Capacity 50 ft. Per Car
				TIME TABLE					
				First Class				Second Class	
				16	18	2	24	48	
				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun.	Freight
				STATIONS					
				CHICAGO	AM 9.15	PM 1.30	PM 8.00	PM 9.00	
1.3	T		79.2	A. T. & S. F. Jct. 21st Street	8.58	1.13	7.45	8.45	
1.4			26.4	PRR-C&WI Cros. YL					
4.4			0	Panhandle Crossing					
5.9	R Y C		0	I.N. Crossing					
7.3			0	CORWITH					
12.8	RC		0	Chicago Belt Crossing	8.51	1.06	7.38	8.38	
17.4			0	NERSKA					
23.0	B		0	McCooK	8.44	12.59	7.32	8.32	E 128 W 76
25.1	C		0	B. & O. C. T. Crossing					E 190 W 35
29.3	B		13.7	WILLOW SPRINGS	8.38	12.54	7.27	8.24	
32.7	C		10.6	ARGONNE					
36.2	T R C		10.6	LEMONT					
37.5	C		15.8	ROMEEO	8.23	12.39	7.14	8.13	
41.5	B		14.5	LOCKPORT					
48.2			9.9	JOLIET YARD					
52.8	B		0	JOLIET U.S. YL	s 8.10	s 12.25	s 7.05	s 8.04	
57.2	B		0	C. R. I. & P. Crossing	8.04	12.19	6.57	7.56	W 98
58.2	R C		4.7	PLAINES					
66.1	C		0	DRUMMOND					E 56 W 89
70.8			0	LORENZO					
74.8	B		0	PEQUOT	7.48	12.03 PM	6.43	7.42	
79.8	B		15.8	COAL CITY	s 7.46			s 7.40	
84.4	B		15.8	MAZON					
89.6	T R C		10.1	VERONA	7.37	11.52	6.33	7.26	E 102
89.8			0	KINSMAN					
90.2	B		0	RANSOM					
93.9			0	KERNAN					
95.8	B		0	STREATOR					E 25
102.1	B		21.1	GM&O & NYC Crs'g.	s 7.20	f 11.35	s 6.15	s 7.08	PM 3.30
109.9	R C		25.2	N. & W. Crossing					
116.0	B		26.4	MOON					3.10
120.9	B		26.4	ANCONA	7.11	11.25	6.06	6.58	3.00 PM
130.0	R T C		26.4	LEEDS					
				TOLUCA	7.00	11.14	5.55	6.45	Via Pekin District
				LA ROSE					
				WILBERN					
				CHILLICOTHE	6.40 AM	10.55 AM	5.35 PM	6.20 PM	
				(129.8)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sun.
				Average speed per hour	50.2	60.2	53.7	48.7	12.4

Trains originating Chillicothe and Joliet Yard, except First Class trains at Chillicothe, must secure numbered clearance card before leaving.

Proceed indication on GM&O interlocking signal at Pequot authorizes a GM&O train to run extra with the current of traffic Pequot to Plaines.

Siding Capacity 50 ft. Per Car	WESTWARD				Rating Grade Ascending	TIME TABLE No. 17 June 8, 1969	Rating Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD			
	First Class									First Class			
	17	15	1	23						16	18	2	24
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Feet Per Mile	STATIONS	Feet Per Mile			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
	PM 8.40	PM 7.30	PM 12.10	AM 11.25	58.1	CHILLICOTHE 8.0	31.7	130.0	R T C s	AM 6.40	AM 10.55	PM 5.35	PM 6.20
W 74	8.49	7.39	12.19	11.35	31.7	EDELSTEIN 6.6	31.7	138.1		6.30	10.46	5.25	6.05
					31.7	PRINCEVILLE 3.6	23.2	144.7					f
	8.57	7.47	12.27	11.43	0	MONICA C. B. & O. Crossing 5.2	31.7	148.3		6.22	10.37	5.17	5.52
					13.5	LAURA 4.9	19.3	153.5					f
W 110	9.05	7.55	12.35	11.51	0	WILLIAMSFIELD 4.9	31.7	158.4		6.14	10.29	5.09	5.44
					8.4	DAHINDA 2.7	0	163.3					f
					31.7	APPLETON 7.8	0	166.0	B				f
	9.18	8.07	12.47	PM 12.04	31.7	YOST 3.7	15.3	173.7		6.00	10.15	4.55	5.30
	9.25 ^s	8.15 ^s	12.55 ^s	12.15 ^s	21.9	GALESBURG YL 2.5	7.4	177.5	R C s	5.55	10.10 ^s	4.50 ^s	5.25 ^s
E 137 W 138					21.9	G. I. YL 6.0	7.4	180.0	Y				
					28.2	CAMERON 4.2	5.7	186.0					f
					0	NEMO 1.7	31.3	190.2					
E 102 W 75	9.39	8.29	1.09	12.29	0	ORMONDE 5.2	31.2	191.9		5.41	9.57	4.36	5.08
					23.2	PONEMAH 4.4	12.1	197.1					f
					12.1	SMITHSHIRE 3.1	31.7	201.5					f
					13.5	MEDIA 4.3	31.2	204.6					f
W 173	9.53	8.43	1.23	12.46	26.1	STRONGHURST 10.0	31.7	208.9	C	5.27	9.43	4.22	4.53
E 106	10.02	8.51	1.31	12.54	10.6	LOMAX 5.9	18.0	218.9		5.18	9.34	4.13	4.44
					0	DALLAS CITY 6.1	14.5	224.8	C				f
E 67					21.1	NIOTA 3.4	23.9	230.9					
	10.25 ^s PM	9.15 ^s PM	1.55 ^s PM	1.20 ^s PM		FT. MADISON		234.3	T Y R C	5.00 AM	9.15 AM	3.55 PM	4.25 PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(104.2)				Leave Daily	Leave Daily	Leave Daily	Leave Daily
	59.4	59.4	59.4	54.3		Average speed per hour				62.4	62.4	62.4	54.3

Trains must secure numbered clearance card at Chillicothe and Ft. Madison, except First Class trains at Chillicothe.

Proceed indication on TP&W interlocking signal at Lomax authorizes a TP&W train to run extra Lomax to Ft. Madison.

At Ft. Madison between interlocking East end of Yard and interlocking West end of yard, South track designated

Main Track No. 1 upon which the current of traffic is Eastward; middle track designated Main Track No. 2 upon which the current of traffic is Westward; North track designated Main Track No. 3 upon which there is no current of traffic.

RULE 251 IN EFFECT:

Interlocked crossovers Yost to interlocked crossovers G.I.

RULE 261 IN EFFECT:

On main tracks Chillicothe to interlocked crossovers Yost, and interlocked crossovers G.I. to Ft. Madison.

Dallas City—Lumber track spur from Track No. 2, MP 224.7, must not be used by train or engine to clear another train or engine.

ILLINOIS DIVISION

SECOND DISTRICT

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH	
	Psg.	Frt.
Between Chillicothe and Ft. Madison	90	60*

*Where district speed is shown 60 MPH for Freight, with train consist and controlling engine with number of units of operative dynamic brake indicated below, maximum speed for freight trains is as follows:

No. Units Operative Dyn. Brake	Tons	Average Weight Per Car	District Speed MPH
2 or more	1750 or less	46 to 50 tons	65
		45 tons or less	70
3 or more	3249 or less	46 to 50 tons	65
		45 tons or less	70
3 or more units 100, 350, 400, 800, 900, 1700, 1800, 1900, 4000, 5590, 7500 or 8500 class or 4 or more other classes	3250 or less	Number of Cars	
		50 to 54	65
		55 or more	70
	3251 to 3500	58 to 69	65
		70 or more	70
	3501 to 3750	68 to 89	65
		90 or more	70
	3751 to 4000	73 to 109	65
		110 or more	70
	4001 to 4250	80 or more	65
4251 to 4500	90 or more	65	
4501 to 4750	100 or more	65	

SPEED RESTRICTIONS - CURVES, RR CROSSINGS, AND DRAW BRIDGES

	MPH	
	Psg.	Frt.
2 Curves, MP 131.6 to 132.1	65	65
9 Curves, MP 132.6 to 136.8	55	55
RR Crossing MP 148.3 (Auto. Interlocking)	90	70
5 Curves, MP 161.6 to 165.4	70	70
Curve, MP 166.7 to 166.9	70	70
4 Curves, MP 167.8 to 170.3	70	70
Curve, MP 175.5 to 175.7	75	70
4 Curves, MP 176.7 to 178.1	30	30
Curve, MP 224.7 to 225.0	70	70
Curve, MP 230.7 to 231.1	50	50
D Bridge, MP 231.5 to 231.8 (Interlocking)	40	30
8 Curves, MP 231.8 to 234.3	30	30

SWITCHES AND SIDINGS - MAXIMUM AUTHORIZED SPEED

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

Trains or engines using siding must not exceed maximum turnout speed for that siding.

"I"—Interlocked Switch.

"S"—Spring Switch.

Station or MP	Type	Switches and Turnouts	MPH
Chillicothe West end yard	I	East crossover and out-bound lead track switch	30
	I	West crossover and in-bound lead track switch	
Edelstein	I	Crossovers	40
Williamsfield	I	Crossovers	40
	I	East end westward siding	40
	S	West end westward siding	30
Yost	I	Crossovers	40
G.I.	I	Both ends westward siding	30
	I	West end eastward siding	40
	S	East end eastward siding	30
	I	Crossovers	40
Ormonde	I	West end eastward siding	40
	S	East end eastward siding	30
	I	Crossovers	40
Stronghurst	I	Crossovers	40
	I	East end westward siding	30
	S	West end westward siding	30
Lomax	I	Crossovers	40
	I	TP&W Connection Track	30
Niota	I	Crossovers	40
	I	West end eastward siding	20
Ft. Madison East end yard	I	Crossovers	30
	I	Yard lead	30
	I	East end Track 3	30

INDUSTRY AND OTHER TRACKS BETWEEN STATIONS

Name	Location	Capacity
Dahinda Stanolind (spur)	MP 163.9	12 cars

Siding Capacity 50 ft. Per Car	WESTWARD				Ruling Grade Ascending	TIME TABLE No. 17 June 8, 1969	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD			
	First Class									First Class			
	17	15	1	23						16	18	2	24
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Feet Per Mile	STATIONS	Feet Per Mile			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
	PM 10.30	PM 9.20	PM 2.00	PM 1.25	42.2	FT. MADISON -13.5-	36.9	234.3	TY R C s	AM 4.55 s	AM 9.10 s	PM 3.50 s	PM 4.20
	10.43	9.33	2.13	1.40	42.2	ARGYLE -8.0-	42.2	248.0	B	4.38	8.53	3.28	4.00
				f	42.2	REVERE -6.6-	42.2	256.0	B				
E 149	10.57	9.47	2.27	f 1.55	42.2	C. B. & Q. Crossing MEDILL -9.0-	42.2	263.1	B	4.25	8.40	3.14	f 3.47
				f	17.6	WYACONDA -5.3-	42.2	272.3	C				f
	11.10	10.00	2.38	f 2.12	42.2	GORIN -4.9-	41.7	277.6	B	4.15	8.30	3.03	f 3.32
				f	42.2	RUTLEDGE -8.1-	42.2	282.6	B				f
E 179	11.21	10.10	2.49	f 2.32	42.2	BARING -15.7-	42.2	290.7	R C	4.06	8.21	2.53	f 3.17
					42.2	GIBBS -6.2-	23.1	306.4	B				
	11.39 s	10.30 s	3.12 s	2.58 s	40.2	LA PLATA -10.1-	42.9	312.7	R C s	3.49	8.04 s	2.35 s	2.55 s
				f	42.2	ELMER -6.7-	0	322.9					f
E 151	11.52	10.45	3.26	f 3.13	42.2	ETHEL -11.8-	42.2	329.7	C	3.33	7.48	2.17	f 2.38
				f	31.0	BUCKLIN -5.9-	42.2	341.5					f
	AM 12.10	11.05 PM s	3.50 PM s	3.35 PM s		MARCELINE		347.3	Y R C	3.15 AM	7.30 AM	1.58 PM	2.20 PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(111.8)				Leave Daily	Leave Daily	Leave Daily	Leave Daily
	67.1	63.9	61.0	51.6		Average speed per hour				67.1	67.1	59.9	55.9

Trains must secure numbered clearance card at Ft. Madison and Marceline, except first class trains at Marceline.

At Ft. Madison between interlocking West end of Yard and interlocking East end of yard, South track designated Main Track No. 1 upon which the current of traffic is Eastward; middle track designated Main Track No. 2 upon which the current of traffic is Westward; North track designated Main Track No. 3 upon which there is no current of traffic.

RULE 261 IN EFFECT:

On main tracks Ft. Madison to Marceline; and on sidings Medill, Baring and Ethel.

INDUSTRY AND OTHER TRACKS BETWEEN STATIONS

Name	Location	Capacity
Spur	MP 249.9	40 cars
Spur	MP 300.0	94 cars
Spur	MP 318.2	20 cars
Spur	MP 336.0	21 cars

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH	
	Psgr.	Frnt.
Between Ft. Madison and Marceline	90	60*

*Where district speed is shown 60 MPH for Freight, with train consist and controlling engine with number of units of operative dynamic brake indicated below, maximum speed for freight trains is as follows:

No. Units Operative Dyn. Brake	Tons	Average Weight Per Car	District Speed MPH
2 or more	1750 or less	46 to 50 tons	65
		45 tons or less	70
3 or more	3249 or less	46 to 50 tons	65
		45 tons or less	70
3 or more units 100, 350, 400, 800, 900, 1700, 1800, 1900, 4000, 5590, 7500 or 8500 class or 4 or more other classes	3250 or less	Number of Cars	
		50 to 54	65
		55 or more	70
	3251 to 3500	58 to 69	65
		70 or more	70
	3501 to 3750	68 to 89	65
		90 or more	70
	3751 to 4000	73 to 109	65
		110 or more	70
	4001 to 4250	80 or more	65
4251 to 4500	90 or more	65	
4501 to 4750	100 or more	65	

SPEED RESTRICTIONS - CURVES AND RR CROSSINGS:

		MPH	
		Psgr.	Frnt.
Curve,	MP 235.9 to 236.2 (Track 2)	75	70
2 Curves,	MP 250.3 to 250.9	55	55
2 Curves,	MP 251.1 to 251.8	45	45
4 Curves,	MP 252.4 to 254.1	65	65
2 Curves,	MP 254.5 to 255.1	55	55
2 Curves,	MP 255.3 to 256.0	50	50
RR Crossing	MP 263.1 (Interlocking)*	90	70
7 Curves,	MP 331.0 to 334.3	60	60
7 Curves,	MP 335.6 to 338.3	55	55
2 Curves,	MP 338.6 to 339.1	50	50
2 Curves,	MP 339.4 to 339.7	65	65

*If governing signal indicates "Stop," after communicating with control station, follow instructions posted in phone box.

SWITCHES AND SIDINGS - MAXIMUM AUTHORIZED SPEED

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

Trains or engines using siding must not exceed maximum turnout speed for that siding.

"I"—Interlocked Switch.

"S"—Spring Switch.

Station or MP	Type	Switches and Turnouts	MPH
Ft. Madison, west end of yard	I	Crossovers	40
	I	West end Track 3	40
	I	Yard lead	30
MP 246.2	I	Crossovers	50
Medill	I	Crossovers	50
	I	Siding switches	40
Gorin	I	Crossovers	50
Baring	I	Crossovers	50
	I	Siding switches	40
La Plata	I	Crossovers	50
Ethel	I	Crossovers	50
	I	Siding switches	40
Marceline	I	Crossover (MP 346.7)	50
	I	Head-in - Head-out switch track 2, east end yard	40
	I	Head-in - Head-out switch track 1, east end yard	15

Siding Capacity 50 ft. Per Car	WESTWARD				Ruling Grade Ascending	TIME TABLE No. 17 June 8, 1969	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD			
	First Class									First Class			
	15	1	23	17						16	18	2	24
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Feet Per Mile	STATIONS	Feet Per Mile			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
	PM 11.05	PM 3.50	PM 3.35	AM 12.10	0	MARCELINE 7.2	42.2	347.3	Y RC	AM 3.15	AM 7.30	PM 1.58	PM 2.20
					13.7	ROTHVILLE 6.1	8.9	354.6	B				
	11.15	4.01	3.49	12.20	12.7	MENDON 7.4	14.2	360.7	C	3.02	7.17	1.44	2.07
					26.4	DEAN LAKE 6.2	0	368.1	B				
W 150	11.25	4.13	4.02	12.30	26.4	BOSWORTH 12.2	26.4	374.3	RC	2.52	7.07	1.34	1.57
E 130 W 73		4.25	4.17		0	CARROLLTON 2.2	0	386.4	C				1.44
	11.35	4.27	4.19	12.40	3.7	W. B. JCT. 8.0	0	388.7	B	2.41	6.56	1.21	1.39
E 66 W 107					4.8	NORBORNE 8.8	6.3	396.6	C				
E 104	11.48	4.43	4.34	12.53	4.2	HARDIN 5.9	0	405.4	RC	2.28	6.43	1.08	1.26
E 235 W 136	11.53	4.48	4.42	12.58	14.2	HENRIETTA 6.9	6.6	411.3	Y RC	2.23	6.38	1.03	1.20
	11.59	4.54	4.49	1.04	13.2	C.A. JCT. 3.5	26.4	418.2	B	2.17	6.32	12.57	1.12
	AM				26.4	FLOYD 5.0	0	421.7	C				
	12.09	5.04	4.59	1.14	6.7	SIBLEY 7.2	26.4	426.7	B	2.07	6.22	12.47	1.02
					9.7	ATHERTON 2.6	0	434.0	C				
	12.17	5.12	5.08	1.22	9.4	ETON 2.8	7.0	436.5	B	1.58	6.13	12.38	12.53
					9.4	COURTNEY 3.2	0	439.4	B				
					4.9	SUGAR CREEK 1.7	0	442.6	C				
	12.25	5.23	5.18	1.30	25.7	CONGO 1.7	42.2	444.2		1.49	6.04	12.29	12.44
					14.8	K.C.S. Crossing 0.4	0	445.9					
	12.27	5.25	5.20	1.32	43.9	SHEFFIELD 4.8	48.5	446.4		1.45	6.00	12.25	12.40
	12.50 AM	5.50 PM	5.40 PM	1.55 AM		KANSAS CITY Union Station		451.1	C	1.35 AM	5.50 AM	12.15 PM	12.30 PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(103.8)				Leave Daily	Leave Daily	Leave Daily	Leave Daily
	59.3	51.9	49.8	59.3		Average speed per hour				62.3	62.3	60.5	56.6

Trains originating Marceline, Kansas City, and Argentine, except First Class trains at Marceline, must secure numbered clearance card before leaving.

Proceed indication on westward N&W interlocking signal at W.B. Jct. authorizes an extra west W.B. Jct. to C.A. Jct.

Proceed indication on eastward N&W interlocking signal at C.A. Jct. authorizes an extra east C.A. Jct. to W.B. Jct.

Proceed indication on westward Mo.Pac. interlocking signal at Eton authorizes an extra west Eton to Congo.

Proceed indication on eastward Mo.Pac. interlocking signal at Congo authorizes a Mo.Pac. extra east Congo to Eton.

RULE 251 IN EFFECT:

Tracks 1 and 2 between W.B. Jct. and C.A. Jct.

RULE 261 IN EFFECT:

On main tracks Marceline to W.B. Jct.; Track 3 Hardin to C.A. Jct.; main tracks C.A. Jct. to Sheffield; and on siding Bosworth.

Between Hardin and C.A. Jct. north track designated Track No. 2 upon which the current of traffic is west-

ward; track immediately south thereof Track No. 1 upon which the current of traffic is eastward; and south Track No. 3 upon which there is no current of traffic and on which Rule 261 and TCS rules govern.

Single track MP 424.9 to MP 426.3.

Atherton—Stock track spur must not be used by train or engine to clear another train or engine.

Between Congo and Rock Creek Jct.

AT&SF trains may use Mo.Pac. two main tracks and will be governed by Rule 261. All movements must be made at restricted speed. Speed limit 10 MPH through Mo.Pac. turnout Rock Creek Jct. interlocking.

Between Sheffield or Rock Creek Jct. and KCT Tower 3 be governed by K.C.T. Ry. Co. Operating rules.

Between KCT Tower 3 and Turner, two south tracks are main tracks upon which Rule 261 is in effect.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH	
	Psg.	Fr.
Marceline to W.B. Jct.	90	60*
W.B. Jct. to C.A. Jct. (Tracks 1 and 2)	79	60*
Hardin to C.A. Jct. (Track 3)	40	40
C.A. Jct. to Bridge MP 425.0	90	60*
Bridge MP 425.0 to Sheffield	79	60*
Sheffield to Kansas City Union Station (KCT)	50	25
Kansas City Union Station to State Line (KCT)	20	15
State Line to K.C.T. Tower 3	15	15

*Where district speed is shown 60 MPH for Freight, with train consist and controlling engine with number of units of operative dynamic brake indicated below, maximum speed for freight trains is as follows:

No. Units Operative Dyn. Brake	Tons	Average Weight Per Car	District Speed MPH
2 or more	1750 or less	46 to 50 tons	65
		45 tons or less	70
3 or more	3249 or less	46 to 50 tons	65
		45 tons or less	70
3 or more units 100, 350, 400, 800, 900, 1700, 1800, 1900, 4000, 5590, 7500 or 8500 class or 4 or more other classes	3250 or less	Number of Cars	
		50 to 54	65
		55 or more	70
	3251 to 3500	58 to 69	65
		70 or more	70
	3501 to 3750	68 to 89	65
		90 or more	70
	3751 to 4000	73 to 109	65
		110 or more	70
	4001 to 4250	80 or more	65
4251 to 4500	90 or more	65	
4501 to 4750	100 or more	65	

SPEED RESTRICTIONS - CURVES AND RR CROSSINGS:

	MPH	
	Psg.	Fr.
Curve, MP 347.5 to 347.6 (Track 2)	60	60
2 Curves, MP 347.5 to 347.8 (Track 1)	55	55
Curve, MP 348.7 to 348.9 (Track 2)	60	60
3 Curves, MP 352.6 to 354.0	70	70
2 Curves, MP 372.0 to 372.7	75	70
2 Curves, MP 376.2 to 376.8	75	70
Curve, MP 382.4 to 382.6 (Track 1)	75	70
Curve, MP 384.3 to 384.5 (Track 1)	70	70
Curve, MP 388.6 to 388.8 (Track 1)	50	50
First 2 Curves west of Hardin (Track 3)	15	15
3 Curves, MP 416.7 to 417.7 (Tracks 1 and 2)	70	70
2 Curves, MP 418.5 to 419.1	65	65
2 Curves, MP 424.9 to 426.3 and Bridge MP 425.0 to 426.0	30	30
Curve, MP 426.4 to 426.7	55	55
Curve, MP 427.0 to 427.3 (Track 1)	70	70
2 Curves, MP 427.0 to 427.8 (Track 2)	60	60
2 Curves, MP 437.5 to 437.8	40	40
3 Curves, MP 437.9 to 438.5	45	45
Curve, MP 438.8 to 438.9	65	65
Curve, MP 439.9 to 440.3	79	70

SPEED RESTRICTIONS - CURVES AND RR CROSSINGS (Cont'd)

	MPH	
	Psg.	Fr.
Curve, MP 442.5 to 442.7	65	65
Curve, MP 443.4 to 443.6	65	65
3 Curves, MP 443.7 to 444.5	45	45
Congo to Rock Creek Jct. via Mo. Pac.	30	20
4 Curves, MP 445.0 to 445.8	30	30
RR Crossing MP 445.9 (Interlocking)	25	20
Curves, Sheffield to Kansas City (Union Station) except where otherwise restricted	40	20

SWITCHES AND SIDINGS - MAXIMUM AUTHORIZED SPEED

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

Trains or engines using siding must not exceed maximum turnout speed for that siding.

"I"—Interlocked Switch.

"S"—Spring Switch.

Station or MPH	Type	Switches and Turnouts	MPH
Marceline	I	Crossover (MP 346.7)	50
	I	Head-in - Head-out switch Track 2, east end yard	40
	I	Head-in - Head-out switch Track 1, east end yard	15
Marceline	I	Head-in - Head-out switches west end yard	30
	I	Crossover (MP 349.3)	50
Mendon	I	Crossovers	50
Bosworth	I	Crossovers	50
	I	Siding switches	30
W.B. Jct.	I	Crossovers	50
Hardin	I	West end siding, crossovers, and connection to Track 3	30
	S	East end siding	30
Henrietta	I	West end eastward siding	40
	S	East end eastward siding	30
	I	East end westward siding	30
	S	West end westward siding	30
C.A. Jct.	I	Crossovers	40
MP 424.9	I	End of two tracks	30
MP 426.3	I	End of two tracks	30
Eton	I	Crossovers	40
	I	Mo. Pac. connection	30
Congo	I	West crossover	40
	I	East crossover and Mo. Pac. conn.	30

INDUSTRY AND OTHER TRACKS BETWEEN STATIONS

Name	Location	Capacity
Spur	MP 417.0	5 cars
Missouri Portland Cement Co.	MP 440.8	Yard

Siding Capacity 50 Ft. Per Car.	WEST- WARD	Ruling Grade Ascending	TIME TABLE No. 17 June 8, 1969	Mile Post	Communications Turn Tables and Wyes	EAST- WARD	Ruling Grade Ascending
	Second Class					Second Class	
	47					48	
	Freight					Freight	
	Leave Daily Ex. Sun.	Feet Per Mile	STATIONS			Arrive Daily Ex. Sun.	Feet Per Mile
	AM 7.50	0	ANCONA 2.7		B	PM 3.00	0
	7.55	15.3	LONG POINT 4.6	2.5		2.40	0
20	8.05	31.7	DANA 5.8	7.1		2.20	0
		0	I.C. Crossing 0.1	12.9			0
19	8.30	23.8	MINONK 6.0	13.0		2.01	13.2
14	8.45	0	BENSON 5.5	19.0		1.20	32.7
16	9.00	41.2	ROANOKE 6.2	24.5	C	1.00	47.5
	9.15	0	STREATOR JCT. 0.4	30.7		12.15	0
44	9.20	47.5	EUREKA 5.6	31.1	C	12.10 PM	26.4
	9.35	26.4	PEKIN JCT. 1.3	36.7		11.45	0
17	9.40	31.7	WASHINGTON 3.0	38.0		11.40	31.7
7		31.7	COOPER 2.4	41.0			52.8
	10.10	0	CRANDALL N.Y.C. & St. L. Crossing 2.3	43.4		11.10	29.0
43	11.00 ⁴⁸	0	MORTON 0.1	45.7	R C	11.00 ⁴⁷	0
		42.2	P.R.R. Crossing 11.0	45.8			81.8
50	11.35 AM	0	EAST YARDS YL G. M. & O. Crossing 0.9	56.8	T C	10.00 AM	82.9
	Arrive Daily Ex. Sun.		PEKIN YL (57.9)	57.7	C	Leave Daily Ex. Sun.	
Average speed per hour							

TP&W Rule 161. A yellow flag placed on the engineman's side of the track indicates that the track about 6500 feet distance is in condition for speed of but 10 MPH, unless otherwise specified by train order, bulletin, or black numerals on a yellow disc displayed by the foreman at the point where slow track begins. A green flag placed on the engineman's side will indicate end of slow track.

TP&W Rule 15. The explosion of two torpedoes is a signal to proceed at restricted speed. The explosion of one torpedo will indicate the same as two, but two are required.

TP&W Rule 221. COLOR LIGHT TRAIN ORDER SIGNALS MAY DISPLAY:

ASPECT	NAME	INDICATION
Green	Clear train order signal	Proceed-no orders.
Red	Stop train order signal	Positive stop at train order signal.
Flashing Red	Flashing Red train order signal	Advance at authorized speed to train order signal and proceed if clearance received. MUST NOT BE interpreted as "calling on" signal and cannot confer authority to occupy main line without flag protection, if such authority has not been conferred by time table or train order.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH
Between Ancona and MP 25	30
Between MP 25 and Streator Jct.	40
Between Pekin Jct. and East Yards	30

Speed Restriction - Curves and RR Crossings

	MPH
RR Crossing MP 12.9 (Automatic Interlocking)	20*
RR Crossing MP 43.4 (Automatic Interlocking)	20*
RR Crossing MP 45.8 (Stop, Rules 98, 98 (A), 98 (B), 98 (D))	30
RR Crossing MP 56.8 (Interlocking)	Yard
Pekin P&PU Interlocking	6

*Speed shown applies only until head end of train is through interlocking limits.

Switches and Sidings - Maximum Authorized Speed

Maximum authorized speed 10 MPH heading in or out over other than main track switches; 15 MPH heading in or out over main track switches.

Trains or engines using siding must not exceed maximum turnout speed for that siding.

Junction Switches:	Locations	Normal Position
	Streator Jct.	TP&W R.R.
	Pekin Jct.	TP&W R.R.
	MP 56.8	P&E Ry.
	MP 57.6	P&E Ry.

INDUSTRY AND OTHER TRACKS BETWEEN STATIONS

Name	Location	Capacity
Sinclair Oil Corporation	MP 3.0	7 cars
Swift	MP 20.6	7 cars

No switch lights on Pekin District, except between Streator Jct. and Pekin Jct.

Trains must secure TP&W clearance card Form "A" westward at Eureka and at Pekin Jct. eastward. No. 48 must secure numbered clearance card at Pekin.

When train order signal at Eureka indicates other than "clear", secure AT&SF and TP&W clearance cards.

Authority must be obtained from TP&W operator at Eureka before entering TP&W main track at Streator Jct.

Between East Yards, M.P. 56.8 and Pekin, M.P. 57.6, AT&SF trains and engines will use P&E Railway main track in accordance with Rule 93. Maximum authorized speed 15 MPH.

Before fouling P&E main track at East Yards or Pekin, verbal authority for movement must be secured from operator at P&PU Tower, Pekin. After movement completed and switch restored to normal position, operator at P&PU Tower, Pekin must be advised. Block telephone located on south side P&E main track opposite junction switch, East Yards. Bell telephone located in box on Pekin station.

Between Streator Jct. and Pekin Jct., be governed by TP&W time table, and AT&SF Operating Department Rules, except the following TP&W Rules will govern in lieu of AT&SF Rules 10 (A), 15 and 224 respectively:

Siding Capacity 50 ft. Per Car	WESTWARD		Ruling Grade Ascending	TIME TABLE No. 17 June 8, 1969	Mile Post	Communications Turn Tables and Wyes	Ruling Grade Ascending	EASTWARD	
	Second Class							Second Class	
	77	43						76	44
	C.G.W.Ry. Freight 42	Mixed						C.G.W.Ry. Time Freight 41	Mixed
	Leave Daily	Leave Daily Ex. Sun.	Feet Per Mile	STATIONS			Feet Per Mile	Arrive Daily	Arrive Daily Ex. Sun.
		AM 7.00	69.2	HENRIETTA YL 4.9		Y R C	0		PM 7.00
21		s 8.00	47.7	RICHMOND 19.7	5.1	C	57.4		f 6.48
		f 9.05	60.2	LAWSON 10.9	24.8		58.6		f 6.08
		f 9.40	62.3	LATHROP 8.1	35.7		58.1		f 5.24
26		s 10.20	61.2	PLATTSBURG 9.1	43.8	R C	61.1		f 5.08
		f 10.45	59.3	GOWER 12.3	52.9		60.0		f 4.49
	PM 9.15	11.20	59.5	B. C. JCT. 6.4	65.2	B	60.5	AM 4.00	4.22
			0	C.R.I. & P. Crossing 0.5	71.6		36.6		
			0	C.B. & Q. Crossing 0.2	72.1		48.8		
			0	C.R.I. & P. Crossing C.B. & Q. Crossing M.K. JCT. 0.5	72.3		0		
	9.45 PM	s 11.45 AM	0	ST. JOSEPH YL TERMINAL YARD	72.8	T C		3.25 AM	4.00 PM
	Arrive Daily	Arrive Daily Ex. Sun.		(72.6)				Leave Daily	Leave Daily Ex. Sun.
	15.2	15.3		Average speed per hour				13.0	24.2

TCS Rules In Effect:

Between B.C. Jct. and MP 70.8

No. 43 is superior to No. 44.

Trains must secure numbered clearance card before leaving Henrietta and Terminal Yard.

Between Terminal Yard and MP 70.8 there is no superiority of trains. Trains and engines within these limits must move at restricted speed. Between these points main track may be used not protecting against trains and engines.

Switches and Sidings - Maximum Authorized Speed

Maximum authorized speed 10 MPH heading in or out over other than main track switches; 15 MPH heading in or out over main track switches.

Trains or engines using siding must not exceed maximum turnout speed for that siding.

No switch lights St. Joseph district except at Terminal Yard, east end siding Plattsburg, and east end Everett, and Clark track, MP 41.9.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH	
	PSGR.	FRT.
Between Henrietta and MP 50	25	25
Between MP 50 and B.C. Jct.	30	30
Between B.C. Jct. and MP 70.8	40	30
Between MP 70.8 and Terminal Yard	20	20

Speed Restrictions - Curves and RR Crossings

	MPH	
	PSGR.	FRT.
3 curves, MP 4.5 to 5.3	20	20
3 curves, MP 43.2 to 44.2	15	15
B.C. Jct. MP 65.2 Within Interlocking Limits	15	15
RR Crossing MP 71.6 (Gate normally across CRI&P track. Approach prepared to stop. When gate normal, proceed at restricted speed).	20	20
RR Crossing MP 72.1 (Stop. Rules 98, 98 (A), 98 (B), 98 (D))	20	20
RR Crossing MP 72.3 (Stop. Rules 98, 98 (A), 98 (B), 98 (D))	20	20

INDUSTRY AND OTHER TRACKS BETWEEN STATIONS

Name	Location	Capacity
Rayville	MP 13.6	25 cars
Everett and Clark	MP 41.9	21 cars
Spur	MP 62.0	4 cars

Junction Switches:	Location	Normal Position
	M.K. Jct.	Illinois Division

1. Except as otherwise provided, Eastward Trains are superior to Westward Trains of the same class.
2. REGISTER STATIONS (Rule 83 (A))
STATIONS LISTED BELOW ARE REGISTER STATIONS ONLY FOR TRAINS DESIGNATED:

Station	Designated Trains
Corwith	Originating or terminating
Chillicothe	All except First Class
Marceline	All except First Class
Kansas City	Originating or terminating

3.
4.

5. JOINT TRACK FACILITIES

CHICAGO. AT&SF trains and engines will use C&WI tracks between AT&SF Jct. 21st Street and Dearborn Station and will be governed by C&WI time table and bulletins. Except as affected by C&WI time table, bulletins and the following C&WI rules, all AT&SF rules remain in force.

506. Block signals and interlocking signals to the extent practicable are located to the right of and adjacent to or directly above the track which they govern.

When necessary because of clearance limitations to locate a signal to the left of the track governed, a marker with the letter "L" and an arrow pointing to the right will be placed on the signal to designate it as a left handed signal.

619. Trains or engines must not pass an interlocking signal indicating Stop until member of train or engine crew has secured full information relative to the situation. Movement may then be made on hand signal or permission of the leverman, and at restricted speed.

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

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

W.B.Jct.—C.A.Jct.—A.T.&S.F. and N.&W. The movement of N.&W. trains will be governed by rules in N.&W. Time Table.

ETON-CONGO—A.T.&S.F. and Mo. Pac. The movement of Mo. Pac. trains will be governed by rules in Mo. Pac. time table.

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

ROCK CREEK JCT., SHEFFIELD-K.C.T. Tower No. 3. A.T.&S.F. trains use tracks of K.C.T. Ry. Co.

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

EAST YARDS—PEKIN. Trains will use P&E Track.

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

TERMINAL YARD—M.K. JCT. Trains use St. Joseph Terminal Ry. Co. tracks.

LOMAX—FT. MADISON. TP&W trains use AT&SF tracks between Lomax and Ft. Madison and are governed by AT&SF Time Table and Rules.

6. SIGNALS NOT CONFORMING TO THE ASPECTS AND INDICATIONS SHOWN IN "FIXED SIGNALS" IN RULES. (Rule 312)

CHICAGO—INTERLOCKING AT&SF JCT. 21st STREET
EASTWARD WITH CURRENT OF TRAFFIC

A.T.&S.F. Track—First signal west of PRR-C&WI crossing
Red over Red—Stop
Red over Lunar—Proceed to next signal

6. SIGNALS NOT CONFORMING TO THE ASPECTS AND INDICATIONS SHOWN IN "FIXED SIGNALS" IN RULES. (Rule 312) Cont'd.

I.C. Track—First signal west of PRR-C&WI crossing
Red over Red—Stop
Yellow over Red—Proceed to next signal
Red over Yellow—Diverging route

EASTWARD AGAINST CURRENT OF TRAFFIC

A.T.&S.F.—I.C. Tracks—First signal west of PRR-C&WI crossing
Red—Stop
Lunar—Proceed to coach yard and other routes

EASTWARD WITH CURRENT OF TRAFFIC

A.T.&S.F.—I.C. Tracks—First signal east of PRR-C&WI crossing
Red over Red over Red—Stop
Yellow over Red over Red—To I.C. Track
Red over Yellow over Red—To C.&W.I. track
Red over Red over Yellow—To coach yard and other routes

CHICAGO—INTERLOCKING MP 3.1

EASTWARD—4 UNIT SIGNAL

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

WESTWARD—2 UNIT SIGNAL

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

WESTWARD—4 UNIT SIGNAL

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

JOLIET U.S.—Top arms assigned to passenger or A.T.&S.F. main tracks. Lower arms the freight or the G.M.&O. main tracks.

PLAINES—EASTWARD HOME SIGNAL

Green, white light below Proceed per Rule 283
Yellow, white light below Proceed per Rule 286
Red Stop per Rule 292

MP 43.2—EASTWARD AUTOMATIC SIGNAL A-8

Green, yellow light left Proceed per Rule 282
Yellow, white light above Proceed per Rule 285
Red Stop per Rule 291
Other than red, no white light Proceed per Rule 285

PEQUOT—Westward to G.M.&O. approach signal No. 541 displays yellow over green and westward home signal displays red over yellow.

At interlockings MP 3.1, Joliet U.S., Ancona, Chillicothe, Edelstein, Ormonde, and Pekin-East Yards, a fixed signal displaying single yellow aspect indicates "Proceed prepared to enter turnout or to stop short of train or obstruction."

W.B. JCT.—Eastward, 3 Unit Signal. Movement to A.T.&S.F. track governed by indication of top and middle units, per Rules 283, 286, 290 and 292. All movements to N.&W. governed by indication on all 3 units.

C.A. JCT.—Track No. 3, westward, 2 Unit Signal. Movement to A.T.&S.F. track governed by indications of Rules 283, 286, 290 and 292; to N.&W. track, green over red, yellow over red and red over red.

6. SIGNALS NOT CONFORMING TO THE ASPECTS AND INDICATIONS SHOWN IN "FIXED SIGNALS" IN RULES. (Rule 312) Cont'd.

ETON—Color light switch point indicator located at Mo. Pac. connection switch displays yellow when lined for Mo. Pac track and dark when lined for A.T.&S.F. Yellow over yellow aspect on eastward approach signal MP 439.3 indicates Eton interlocking is lined for Mo. Pac.

B.C. JCT.—Eastward, 2 Unit signal. Green on top unit governs movement to A.T.&S.F. track. Red over yellow governs movement to C.G.W. track.

8. AUTOMATIC TRAIN CONTROL

A. Maximum authorized speeds for cab signal indications are:

	MPH	
	Passenger	Freight
High (H) Indication	90	70
Medium (M) Indication	40	40
Low (L) Indication	20	20

B. Should ATC on engine cut in while approaching ATC territory, the following must be observed:

(1) Seal will be broken and pneumatic feature cut out. Report made promptly to train dispatcher. Seal must be mailed to trainmaster, identifying engine number.

(2) Immediately prior to entering ATC territory, pneumatic feature must be cut in and test made on test circuits to determine if ATC on engine is in service and functioning properly. Dispatcher must be informed result of test.

(3) If test shows ATC not functioning properly, further movement must be made in accordance with Rule 604.

If test shows ATC functioning properly, further movement must be made in accordance with Rule 604 until train reaches first open office of communication where seal must be secured and cut-in cock sealed.

C. Should ATC cut-out not be obtained in leaving ATC territory, or should ATC cut in after leaving such territory, seal will be broken and pneumatic feature cut out. Report will be made at terminal and seal mailed to Trainmaster, identifying engine number.

9. On First, Second, Third and Fourth Districts, a section may pass another section without exchanging train orders, signals and numbers.

14. MAXIMUM SPEED OF ENGINES.

Diesel and Gas-Electric	MILES PER HOUR			
	Forward	Light Forward	Backing or When not Controlled From Leading Unit	Dead In Train
16-48, 55-78, 80-87, 100-108, 300-314	100	90	45	90
325-344, 400-405, 1900-1939	90	90	45	90
350-359, 5590-5614, 8500-8524	90	90	45*	90
1100-1174, 1800-1889	80	80	45*	80
200-289	70	70	45	70
99, 602-611, 700-751, 800-849, 900-979, 1200-1284, 1300-1460, 1600-1615, 1700-1719, 2099, 2101-2161, 2650-2893, 3001-3019, 4000-4019, 7500-7519	70	70	45*	70
500-564, 625-633, 650-653, 1500-1537, 2200-2299, 2303-2399, 2403-2441	45	45	45	45
RDC 191, 192	85	85	50	85
M-160, M-190	80	65	25	75

*Note: Forward speed applies when backing handling train controlled from leading unit.

15. MOVEMENTS OVER SUBMERGED TRACKS (Rule 817)

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

Types of Equipment	Maximum Depth Above Top of Rail (Inches)	Maximum Speed in Tow (M.P.H.)	Maximum Speed Under Own Power (M.P.H.)
Diesel Engines			
80-87, 350-359, 400-405, 602-611, 800-849, 1600-1615, 2099-2161, 4000-4019, 5590-5614, 7500-7519, 8500-8524	3	5	5
55-78, 650-653, 2310-2321, 3001-3019	4	5	5
16-48, 99, 100-108, 200-344, 500-564, 625-633, 700-751, 900-979, 1100-1174, 1200-1284, 1300-1460, 1500-1537, 1700-1719, 1800-1889, 1900-1939, 2200-2299, 2303-2304, 2322-2399, 2403-2441, 2650-2893	5	5	5
Motor Cars	3	5	5
Passenger Cars			
Roller Bearings	8	5	
Friction Bearings	12	5	

17. DERRICKS, CRANES, SCALE TEST CARS

Derricks, cranes, pile drivers, spreaders, and similar machinery moving on their own running gear, and scale test cars, must not be moved in trains except on authority of Trainmaster, and trains or engines handling such equipment must not exceed speeds indicated below:

District	Wrecking Derricks MPH	Pile Drivers AT 199452 AT 199453 AT 199454 AT 199455 Derrick AT 199720 and Jordan Spreaders MPH	Other Machines Including Derrick AT 199775 MPH
First, Second, Third, and Fourth except Main track No. 3 Kernan-MP 88.8, and Main Track No. 3 Hardin-C.A. Jct.	40	45	30
Main Track No. 3 Kernan-MP 88.8, Main Track No. 3 Hardin - C.A. Jct., and Pekin & St. Joseph Dists.	24	24	24

Derricks 199720 and 199775, and Pile Drivers must be handled in trains next to engine.

Scale Test Cars must be handled on rear end of train ahead of caboose, and speed of train not to exceed 50 MPH.

19. YARD LIMITS

PRR-C&WI CROSSING	(On track No. 1 only between AT&SF Jct. 21st Street and Interlocking MP 3.1)
Joliet U.S.	(Between Interlocking Joliet U.S. and MP 39.3)
Galesburg	
Henrietta	(St. Joseph District only)
Pekin	(Includes East Yards)
Terminal Yard	

20. BULLETIN BOOKS (Rule 82 (B))

Chicago	Dearborn Station, Coach Yard and Roundhouse Offices
Corwith	Telegraph, Roundhouse, and Yardmen's Locker Facilities
General Motors Plant	Yard Office
Joliet Yard	Yard Office
Streator	Yard Office and Roundhouse Offices
Chillicothe	Yard Office
Galesburg	Yardmen's Locker Room
Ft. Madison	Station (Register room) and Roundhouse Office
Marceline	Station (Baggage Room)
Henrietta	Telegraph Office
Kansas City	Trainmaster's Office, Union Station
Argentine	Yard and Roundhouse Offices
Pekin	Station
Terminal Yard	Yard and Roundhouse Offices

21. STANDARD CLOCKS

Chicago	Dearborn Station, Coach Yard and Roundhouse Offices
Corwith	Telegraph and Roundhouse Offices
General Motors Plant	Yard Office
Joliet Yard	Yard Office
Streator	Yard Office
Chillicothe	Yard Office
Ft. Madison	Station (Register room) and Roundhouse Office
Marceline	Station (Baggage Room)
Kansas City	Telegraph Office, Union Station
Argentine	Yard and Roundhouse Offices
Terminal Yard	Yard Office

22. STANDARD THERMOMETERS

Chicago (Coach Yard)	Joliet Yard	Marceline
Corwith	Ft. Madison	Henrietta
McCook		

23. OVERHEAD OBSTRUCTIONS (Rule 761)

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

A. J. STROBEL, General Watch Inspector	Topeka
R. W. GOOCH, Asst. General Watch Inspector	Topeka

LOCAL TIME INSPECTORS

J. J. HUNT, 3142 W. 63rd	Chicago
J. E. HESS, 1536 W. 47th	Chicago
SAM LINZER, 5 So. Wabash	Chicago
J. W. RICE	Joliet
R. S. KERR	Streator
R. M. WALKER	Chillicothe
M. G. DUNLAP	Chillicothe
BERL NORD	Galesburg
R. H. MINER	Fort Madison
ALBERT ZURCHER	Marceline
G. C. MAXWELL	Marceline
J. E. POINTER	Richmond
W. G. HARDEN	St. Joseph
L. M. CONNOR, 3120 Strong	Kansas City, Kans.
ROSS LENTZ, 3221 Strong	Kansas City, Kans.
N. C. SCHELBAR, Union Station	Kansas City
H. M. FAERBER, 821 N. 7th	Kansas City, Kans.
J. F. GAMBRILL, 709 Central	Kansas City, Kans.

SURGEONS OF THE A.T.&S.F. EMPLOYEES' BENEFIT ASSOCIATION

DR. R. M. BROOKER, CHIEF SURGEON	Topeka
----------------------------------	--------

LOCAL SURGEONS

LOCATION	DOCTORS
Bethel, Kans.	ALAN HANCOCK
" "	R. P. MCCARTHY
Brookfield, Ill.	V. RACKAUSKER
Brookfield, Mo.	B. D. HOWELL
Brunswick, Mo.	D. D. STUART
Carrollton, Mo.	E. L. BALES
" "	E. W. ALLEN
Chicago	R. D. KEARNEY, 6235 S. Kedzie
"	HENRY MATTHEWS, 200 E. 75th
"	JOHN C. JONES, 224 So. Mich.
"	G. T. BUTTICE, 2136 S. Indiana
"	MARVIN LERNER, 4900 S. Archer
"	R. M. GALT, 224 So. Mich.
"	J. H. BUCKLEY, 2400 W. 95th
"	M. J. MCCARTHY, 2400 W. 95th
"	M. C. GUINAN, 2024 W. 79th
"	M. D. MOSS, 195 E. Ohio
"	A. M. COHN, 1614 W. Winnemac
Chicago, Heights	E. G. WYGANT
" "	C. D. COLLINS
" "	P. ASHLEY
" "	R. JENSEN
" "	LEOPOLD SEME
Chillicothe	I. E. DOLPH
"	F. Z. WHITE
"	H. G. JOHNSON
"	G. A. HART
Coal City	J. D. WALTER
" "	R. P. SMYK
Edina, Mo.	FRANCIS TARVYDAS
Fort Madison	G. C. MCGINNIS
" "	H. L. SCHRIER
" "	G. J. McMILLAN
" "	F. R. RICHMOND, SR.
" "	F. R. RICHMOND, JR.
Galesburg	S. M. HANAUER
"	S. B. CONTRO
"	M. A. CLAMAN
Gary, Ind.	R. N. BILLS

SURGEONS OF THE A.T.&S.F. EMPLOYES' BENEFIT ASSOCIATION (Continued)

Gorin, Mo.	C. M. SIMLER, D.O.
Harvey, Ill.	H. E. FISHER
Independence, Mo.	V. E. LINK
"	C. F. GRABSKE
"	D. W. CHAPMAN
"	D. A. POTTS
Joliet	C. W. HOFFMAN
"	B. PROTICH
"	S. KLEIN
Kansas City, Kans.	J. E. INGRAM, 1428 So. 32nd
"	G. R. PETERS, 155 So. 18th
"	C. G. DAVIS, 905 N. 7th
"	A. E. SILVERS, 1702 SW Blvd.
"	J. O. YULICH
"	W. D. FRANCISCO, Huron Bldg.
"	J. D. HUFF
"	P. R. CARPENTER
"	F. G. BICALMEIER, 155 So. 18th
"	L. A. ALVAREZ, 3418 Strong
Kansas City, Mo.	GRAHAM OWENS, 4417 Bdway.
"	E. G. KETTNER, 1103 Grand
"	D. FERGUSON, 2012 E. 24th
"	W. R. PETERSON, 2701 E. 31st
"	K. L. SHIRMAN, 4606 St. John
"	W. B. ALLEN, 4620 Nichols Pkway
N. Kansas City, Mo.	R. H. DUNHAM, 2025 Swift
Kirksville, Mo.	M. T. ENGLISH
Leawood, Mo.	G. O. HARPSTER
La Grange, Ill.	S. J. KIMELBLOT
La Plata, Mo.	H. D. LEHR, Osteopath
Lemont	Z. I. KOWALICZKO
Lockport	WM. A. MEADOWS
"	E. A. ALBERS
"	L. T. ZEBELL
Marceline	R. W. SMITH
"	GEO. GARY
"	P. C. TODD
Mazon	W. F. BREISCH
Mission, Kansas	W. L. GOOD
Monmouth, Ill.	J. W. MARSHALL
Morton	T. R. TRIFONOFF
Norborne	R. E. HASKELL
Oakpark, Ill.	C. E. WALLS
"	S. A. LIBERT
Pekin	J. I. WEIMER
"	R. K. TAUBERT
Peoria	R. K. DEAN
"	E. L. THOMPSON
"	L. R. ESTOYE
"	D. D. BURROUGHS (Consultant)
Plattsburg	W. B. SPAULDING

SURGEONS OF THE A.T.&S.F. EMPLOYES' BENEFIT ASSOCIATION (Continued)

Revere	J. L. MCCONNELL
Richmond, Mo.	G. K. DAVALT
"	T. B. COOK
Roanoke	R. J. DAVIES
Roseville, Ill.	J. L. HOYT
"	R. E. ICENOGLA
Skokie, Ill.	LAURENCE MANN
"	SEYMOUR FISHKIN
St. Joseph	J. H. RYAN
"	S. E. SENOR
"	R. W. KIEBER
Streator	GEO. POWERS, JR.
"	J. E. GOTTMOLLER
"	E. G. BARTON
"	M. H. SCHRAUDENBACH
Stronghurst	H. L. BOCK
Toluca	MICHAEL SCHUBERT
Williamsfield	J. B. PRONNY
Willow Springs	T. J. BENTON

EYE, EAR, NOSE AND THROAT SPECIALISTS

Chicago	D. J. BOLES, (Eye Only) 55 E. Washington
"	O. E. VAN ALYEN, 135 S. La Salle
"	W. G. ACKERMAN (Eye Only) 55 E. Washington
"	S. D. SWIONTKOWSKI, 6132 So. Kedzie
Ft. Madison	A. C. RICHMOND
Galesburg	G. K. SMART
Joliet	G. W. CARLIN (Eye only)
Kansas City, Kans.	F. N. BOSILEVAC, 155 So. 18th
"	C. H. STEELE, Brotherhood Bldg.
Kansas City, Mo.	A. N. ALTRINGER, 305 W. 43rd
"	W. P. BUNTING, " "
"	J. S. KNIGHT, " "
"	W. R. EUBANK (Eye), 6700 Troost Ave.
"	A. J. BAER (Eye), 751 E. 63rd
"	R. D. WILLIAMS (ENT), 305 W. 43rd
"	W. J. WURSTER (ENT), 305 W. 43rd
"	B. A. NELSON, 305 W. 43rd
Mission, Kans.	R. N. BARR, 6100 Martway
Peoria	P. R. McGRATH, (Eye Only) 409 W. Main
"	W. E. OWEN (Except Eye) 1105 North
Streator	R. J. SIDRYS, 111 Westgate Pl.

CONDITIONAL STOPS SHOWN BELOW WILL BE MADE ONLY FOR REVENUE PASSENGERS
The term "beyond" refers to regular, flag or conditional stops authorized herein

TRAIN	STOP AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM	TRAIN	STOP AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM
1	Streator Carrollton	Tulsa, Woodward and beyond		17	Streator	Scheduled stops Albuquerque and beyond	
2	Carrollton		Woodward and beyond		Galesburg	Lamy and sched- uled stops beyond	
15	Coal City	Kansas City and beyond	Chicago and beyond	18	Galesburg	Chicago and beyond	Kansas City and beyond
	Marceline	Wichita and beyond	Chicago and beyond				
16	Marceline	La Plata and beyond	Kansas City and beyond	23	In Illinois	Stations in Illi- nois, Kansas City and beyond	Stations in Illinois

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



SANTA FE SAFETY FIRST



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

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

