MISSOURI PACIFIC HOSPITAL ASSOCIATION, ST. LOUIS, MO.
H. J. Mohler, President O. B. Zeinert, M.D., Chief Surgeon

The Names and Locations of Local and Dispensary Surgeons

H. E. Mock (Consulting Surgeon).....Chicago, Ill.
H. E. Mock, Jr. (Consulting Surgeon).....Chicago, Ill.
C. A. Norberg .....Chicago, Ill.
R. W. Poborsky .....Chicago, Ill.
Philip Falk .....Chicago, Ill.
C. H. Christoph (Occulist).....Chicago, Ill.
E. G. McNamara .....Lemont, Ill.
W. A. Meadows .....Lockport, Ill.
R. R. Bates .....Joliet, Ill.
T. Z. Polley .....Joliet, Ill.
G. H. Woodruff (Oculist).....Joliet, Ill.
P. B. Nicholson.....Coal City, Ill.
A. J. McGee .....Dwight, Ill.
R. S. Moore .....Streator, Ill.
J. P. Johnson .....Varna, Ill.
Jose J. Sarmiento .....Washburn, Ill.
P. A. Cusack .....Peoria, Ill.
J. I. Weimer.....Pekin, Ill.
R. K. Taubert .....Pekin, Ill.
Wayne J. Schall .....Middletown, Ill.
Carl F. Ward .....Pontiac, Ill.
F. M. Bryan .....Chenoa, Ill.
F. W. Brian (Medical Director).....Bloomington, Ill.
D. M. Jenkins .....Bloomington, Ill.
H. R. Watkins (E.N.T.).....Bloomington, Ill.
O. L. Abbott (Oculist).....Bloomington, Ill.
Thomas E. Smith .....McLean, Ill.
R. L. Ijams .....Atlanta, Ill.
L. N. Hamm .....Lincoln, Ill.
C. L. Patton .....Springfield, Ill.
R. J. Patton .....Springfield, Ill.
D. J. Lewis .....Springfield, Ill.
J. F. Deal (Oculist) .....Springfield, Ill.
P. E. Duncan (E.N.T.) .....Springfield, Ill.
K. J. Malmberg .....Auburn, Ill.
F. E. Anspaugh .....Virden, Ill.
H. A. Finney .....Girard, Ill.
E. R. Chamness .....Carlinville, Ill.
C. W. Emons .....Alton, Ill.
Harry Mantz .....Alton, Ill.
R. L. Lynn .....Alton, Ill.
H. E. Middleton (Oculist) .....Alton, Ill.
H. P. McCuistion .....Alton, Ill.
E. V. Ferguson .....Alton, Ill.
W. S. McGinnis .....Alton, Ill.
L. D. Archer .....East Alton, Ill.
J. R. Chalfin .....Venice, Ill.
V. P. Siegel (Resid. Surg.) .....E. St. Louis, Ill.
J. W. Compton (Asst. Resid. Surg.)....E. St. Louis, Ill.
E. C. Spitze (Oculist) .....E. St. Louis, Ill.
H. C. Knapp (Oculist) .....E. St. Louis, Ill.
V. L. Stines (Dental Surgeon).....E. St. Louis, Ill.

HOSPITALS

Chicago, Ill. .....St. Luke's Hospital
Chicago, Ill. .....St. Anthony De Padua Hospital
Joliet, Ill. .....St. Joseph Hospital
Bloomington, Ill. .....Brokaw Hospital
Bloomington, Ill. .....St. Joseph's 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

LOCATION OF WATCH INSPECTORS

Chicago: C. H. Bern, Union Station.
J. A. Kass, 4218 Archer Ave.
A. P. Liakas, 2049 W. 35th St.
J. S. Scherer, Rm. 203 Transportation Bldg. 608 S. Dearborn St.

Joliet: H. G. Yahn.
Dwight: E. B. Lewis.
Streator: W. L. Carew.
Bloomington: Chas. L. Miller.
Peoria: C. I. Josephson.
Springfield: Collins & Co.
Alton: E. H. Goulding's Sons Co.
E. St. Louis: Zerweck Jewelry Co.
Granite City: Michael Jewelry Co.

Gulf, Mobile and Ohio R. R.

EASTERN DIVISION

TIME TABLE No. 4

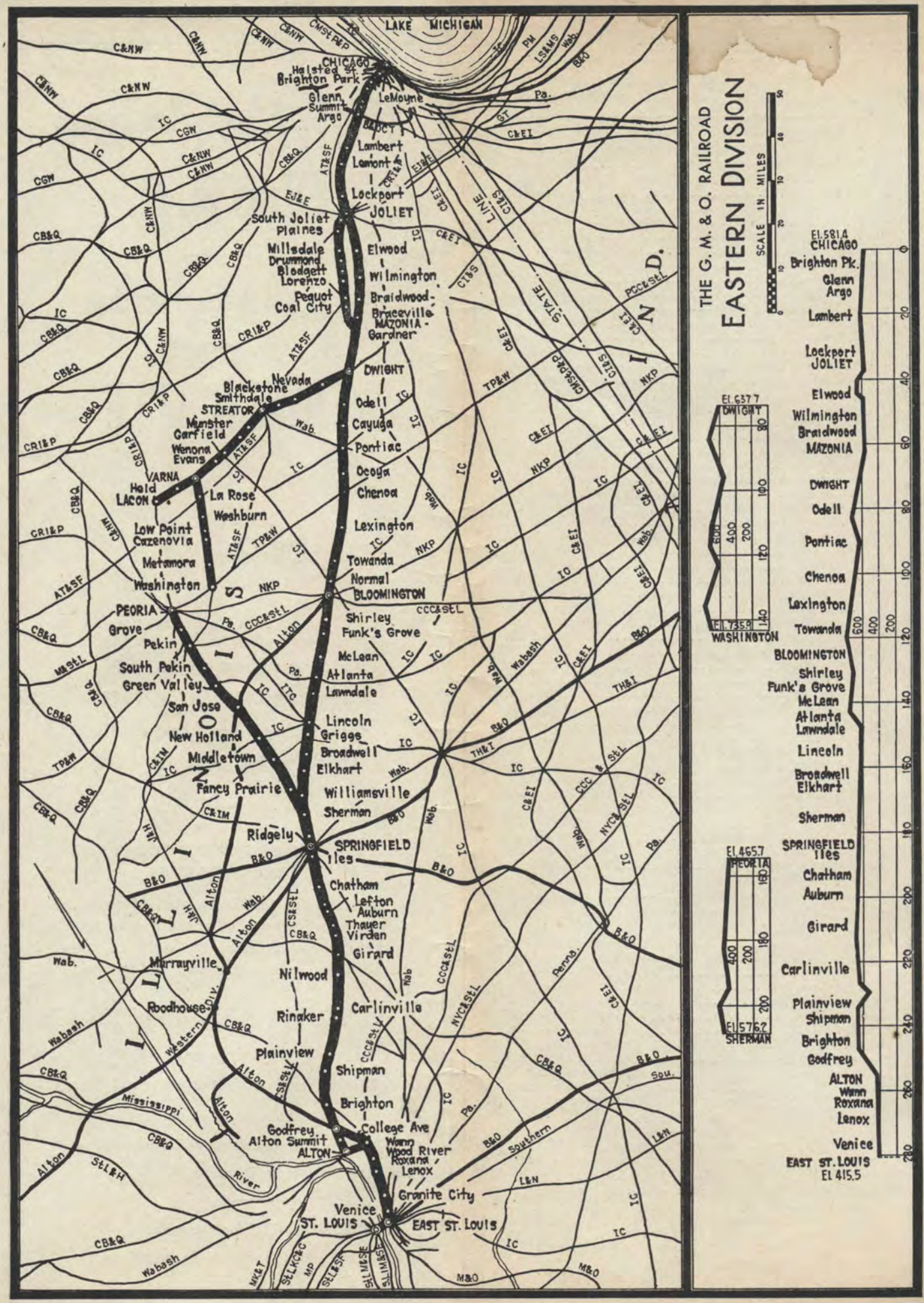
Taking Effect 12:01 A.M.
SUNDAY, JANUARY 7, 1951
Superseding Time Table No. 3
Dated Sunday, June 12, 1949

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYEES ONLY

Not intended for the information of the public, nor as an advertisement of the time of trains. The Railroad reserves the right to vary therefrom as circumstances may require.

DESTROY ALL TIME TABLES OF PREVIOUS DATE

G. P. BROCK, Vice President and General Manager
P. B. BRIDGES, General Superintendent
C. E. LANHAM, Superintendent Transportation
R. B. Mc ALPIN, Rules Director
B. V. BODIE, Superintendent
R. F. JETER, Terminal Superintendent
S. G. THOMASON, Terminal Superintendent


THE G. M. & O. RAILROAD
EASTERN DIVISION
SCALE IN MILES
0 10 20 30 40 50
LAKE MICHIGAN
CHICAGO
Halsted St.
Brighton Park
Glenn
Summit
Argo
LeMoyne
Lambert
Lemont
Lockport
JOLIET
South Joliet
Plaines
Millsdale
Drummond
Blodgett
Lorenzo
Pequot
Coal City
Elwood
Wilmington
Braidwood
Braceville
MAZONIA
Gardner
DWIGHT
Odell
Cayuga
Pontiac
Ocoya
Chenoa
Lexington
Towanda
Normal
BLOOMINGTON
Shirley
Funk's Grove
McLean
Atlanta
Lawndale
Lincoln
Griggs
Broadwell
Elkhart
Williamsville
Sherman
SPRINGFIELD
Iles
Chatham
Lefton
Auburn
Thayer
Virden
Girard
Carlinville
Nilwood
Rinaker
Plainview
Shipman
Brighton
College Ave
Godfrey
Alton Summit
ALTON
Wann
Wood River
Roxana
Lenox
Granite City
Venice
ST. LOUIS
EAST ST. LOUIS
Blackstone
Nevada
Smithdale
STREATOR
Minster
Garfield
Wenona
Evans
VARNA
Hold
LACON
La Rose
Washburn
Low Point
Cazenovia
Metamora
Washington
PEORIA
Grove
Pekin
South Pekin
Green Valley
San Jose
New Holland
Middletown
Fancy Prairie
Ridgely
Murrayville
Roodhouse
Mississippi River
Alton
Godfrey
Venice
EL. 581.4
CHICAGO
Brighton Pk.
Glenn
Argo
Lambert
Lockport
JOLIET
Elwood
Wilmington
Braidwood
MAZONIA
DWIGHT
Odell
Pontiac
Chenoa
Lexington
Towanda
BLOOMINGTON
Shirley
Funk's Grove
McLean
Atlanta
Lawndale
Lincoln
Broadwell
Elkhart
Sherman
SPRINGFIELD
Iles
Chatham
Auburn
Girard
Carlinville
Plainview
Shipman
Brighton
Godfrey
ALTON
Wann
Roxana
Lenox
Venice
EAST ST. LOUIS
EL 415.5
EL. 637.7
DWIGHT
EL. 735.9
WASHINGTON
EL. 465.7
PEORIA
EL. 576.2
SHERMAN

SPECIAL INSTRUCTIONS

1. SUPERIORITY OF TRAINS

On single track, northward trains are superior to trains of the same class in the opposite direction.

2. JOINT OR SPECIAL USE OF TRACKS

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.

In the Chicago Terminal, switch tenders at 36th St., and Alton Jct., will use a yellow flag by day and a yellow light by night to signal trains to and from B&OCT-GM&O wye connection. Signals from switch tenders convey no authority to pass over the Panhandle crossing in this wye until semaphore is properly set and route is known to be clear.

Permission must be secured from towerman at Corwith to enter southward main track at Kedzie Ave.

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 siding at South Yard Pekin will be the meeting and passing points for all trains.

Between Wann and Bridge Junction the tracks of the G. M. & O. R. R. and the C. C. C. & St. L. Ry. are jointly used as double track, and the movement of trains will be governed by the joint Time Table of C.C.C. & St. L. and G. M. & O. Railroads.

Trains using 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 G. M. & O. 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. (See page 20 of Current Time Table.)

3. TRAIN REGISTERS

Chicago, Union Station
Glenn (Freight trains)
South Joliet
Dwight
Washington
Bloomington, Target Shanty and Yard Office
Ridgely (P&N line trains)
Iles (Western Division Trains)
Godfrey
Venice (Freight Trains)
St. Louis, Union Station

All trains will register at South Joliet, Dwight, and Godfrey, and first class trains at Bloomington by giving operator at this point register ticket properly filled out, and the operator will personally make entry in register.

4. BULLETIN BOARDS

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

5. STANDARD CLOCKS

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

6. WATER STATIONS

Glenn
S. Joliet
Dwight
Bloomington
Ridgely
Springfield
Godfrey
Alton
Venice
St. Louis

7. YARDS

Ft. Wayne Jct.-Glenn-Argo
Joliet-South Joliet-Plaines
Normal-Bloomington
Sherman-Ridgely-Springfield-Iles
Godfrey-Alton-Wann

A clear block signal indication within yard limits does not modify the requirements of Rule 93, except for trains *moving with the current of traffic* between the following points:

Between north yard limit sign, Joliet and South Joliet.
Between north yard limit sign, Normal and Main Street, Bloomington.
Between Olive St., Bloomington, and South yard limit sign, Bloomington.
Between north yard limit sign, Sherman, and crossover north end Ridgely yard.
Between Laurel St., Springfield, and south yard limit sign at Iles.

8. FUEL STATIONS

Glenn
S. Joliet
Bloomington
Ridgely
Alton
Venice
St. Louis

9. RAILROAD CROSSINGS AND JUNCTIONS

Interlocked:	MAXIMUM SPEED Passenger mph	Freight mph
South Branch Bridge, Chicago	10	10
Penna. Ft. Wayne Junction, Chicago	10	10
I.C.-A.T.S.F. Bridgeport Bridge, Chicago	20	20
A.T. & S.F.-Corwith, Chicago	40	40
B.R.C.-LeMoyne, Chicago	75	45
B.&O.C.T.-I.H.B., Argo	75	45
C.R.I.&P.-A.T.&S.F.-M.C., Joliet	20	20
Southward Union Station to S. Joliet Pass. Main	30	20
G.M.&O. R.R. Jct. S. Joliet	35	35
A.T.&S.F. Jct. Plaines Southward	25	20
Northward to S. Joliet	75	30
A.T.&S.F. Jct. Pequot Southward	25	20
Northward	75	50
G.M.&O. R.R. Jct. Mazonia—Remote Control from Dwight	40	35
Southward from Elwood Main	75	50
N.Y.C., Dwight	75	50
N.Y.C., Streator	20	20
A.T.&S.F., Streator	20	20
I.C., Wabash, Pontiac	60	45
T.P.&W., Chenoa	75	50
I.C., Normal	60	30
Penna., Atlanta	60	45
I.C., Ill. Terminal, Athol	75	50
I.C., Lincoln	75	50
G.M.&O. Jct. Sherman, Main Line	75	50
to and from P&N Line	15	15
C.&I.M., Ridgely	35	25
B.&O., I.C., C.&I.M. Springfield, E. Grand Ave.	15	15
Wabash, East Springfield—Semi-Automatic	10	10
B.&O., Springfield	15	15
Wabash, Iles, Main Line	75	50
to and from Air Line	30	20
C.&I.M., Auburn	75	50
C.B.&Q., Girard	75	50
C.B.&Q., Brighton	75	50
G.M.&O. Jct., Godfrey Northward from cut off	60	30
Southward to cut off	40	30
To and from Godfrey Line	15	15
M.&I. B.&B., Alton, Henry St.	10	10
C.C.C.&St.L., Wann Southward	75	50
Northward to cut off	30	25
To and from Old Main	15	15
Ill. Terminal, Wood River Southward	75	50
Northward	40	40
C.C.C.&St.L., Lenox	35	35
Diverging route through puzzle switch	5	5

RAILROAD CROSSINGS AND JUNCTIONS—Continued

Interlocked:	MAXIMUM SPEED Passenger mph	Freight mph
Ill. Terminal, Granite City via Joint Track	30	30
Via St. Louis Merchants Bridge Terminal	20	20
C.C.C.&St.L., A.T.&S.F., Pekin	20	20
I.C., Green Valley	20	20

Not Interlocked:

C.J., Penna., B.&O. C.T., Brighton Park..Semaphore Grade
C.C.C.&St.L., N.K.P., Bloomington, Color Position Light Grade
Southern Ry., Venice .....Grade
N.K.P., Wabash, A.&E., Bridge Junction.....Grade
C.B.&Q., East St. Louis .....Grade
I.C., New Holland .....Grade

Gates:

N.Y.C., C.B.&Q., Streator (Interlocked).....Gate
I.C., Wenona .....Gate
T.P.&W., Washington .....Gate

When stopped by signal displaying stop indication at remotely controlled interlocking at Mazonia, communicate with operator at Dwight. When authorized to operate dual control switch by hand Rule 534 will govern.

Inoperative approach signals are in use at the following interlockings, displaying approach indication.

New York Central crossing, 2.3 miles north of Streator, Godfrey northward from Alton, Green Valley, Pekin, Grove, Sherman from Peoria. All trains must approach absolute signals prepared to stop and reduce speed to not exceed 20 miles per hour within interlocking limits.

At Bridgeport and Pequot, the absolute signals governing main routes are semi-automatic and act as block signals as well as governing route over interlocking. Trains finding signal in stop position, will be governed by Rule 663.

At Corwith, LeMoyne, Argo, Joliet, South Joliet, Mazonia, Dwight, Pontiac, Chenoa, Normal, Atlanta, Athol, South Lincoln, Ridgely, B. & O. Crossing, Springfield, Iles, Auburn, Girard, Brighton, Godfrey, Wann, North Wood River, Lenox, Granite City, and Henry St., Alton, absolute signals governing main routes are semi-automatic and act as block signals as well as governing routes over interlocking.

The absolute signals at these interlockings are equipped with restricting signals as per Rule 290. Trains or engines receiving this signal must understand that the route through the interlocking is set, but does not indicate block is clear, nor provide automatic block protection. When this signal is displayed, trains or engines may, without stopping, pass the absolute signal:

(a) When moving with the current of traffic: At restricted speed, not exceeding 15 miles per hour, to the next signal in advance, prepared to stop short of train, obstruction or switch not properly lined and to look out for broken rail.

(b) When crossing over for movement against the current of traffic or when entering siding: At restricted speed, not exceeding 15 miles per hour, until entire train is through interlocking limits.

By night when the light in an interlocking signal of the semaphore type is absent, trains or engines must stop before accepting the day proceed indication of the signal as provided in Rules 27 and 294.

Northward trains from Ridgely to Sherman may use southward main track from Ridgely to Sherman and be governed by a system of controlled signals. The P&N Junction switch in southward main track at Sherman is equipped with spring switch normally lined for southward main track.

When a train encounters an absolute signal displaying "STOP," a member of the train crew will communicate with the operator, Ridgely Tower, for instructions.

Detour order, issued by yardmaster, Ridgely, and northward absolute signal displaying "PROCEED" indication will authorize northward train movement over southward main track Ridgely to Sherman where train will stop and a member of train crew will operate switch for movement to P&N Line. If, after receiving Detour Order, the train clears the main track, a member of train crew will receive permission from Yardmaster before train again enters southward main track at north end of Ridgely yard. After train has entered P&N Line track and is clear of southward main track at Sherman the spring switch must be restored and locked in its normal position.

Southward trains on subdivision 2 approaching Sherman will be governed by indication displayed by absolute color position light signal located 800 feet north of Junction spring switch.

Southward trains on subdivision 4 will stop before passing the "OVERLAP" sign located 300 feet north of southward absolute signal Sherman, and a member of the train crew will communicate with operator, Ridgely Tower, for authority to enter the southward main track. When authorized, the train will occupy the 300 foot approach section and then be governed by indication displayed by absolute signal.

Telephones are located at Junction switch Sherman and at all absolute signals except that the telephone on P&N Line, Sherman, is located at the Overlap sign 300 feet north of the absolute signal.

Emergency releases are located in release boxes as follows:

At absolute signal on southward main track, 800 feet north of Junction switch, Sherman.

At Overlap sign 300 feet north of absolute signal on subdivision 4, Sherman.

At absolute signal 1600 feet north of yard switch at north Ridgely yard.

Trainmen before operating emergency release will communicate with operator, Ridgely Tower, and when instructed, depress emergency release, hold momentarily, then remove hand and wait four (4) minutes for signal to clear.

If absolute signal fails to clear, again communicate with operator for further instructions.

Door of release box must be closed and locked with switch padlock.

10. WHISTLE SIGNALS

Iles, southward to Air Line, two short, one long (o o ——).

11. 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 engineman 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 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.

12. MAXIMUM SPEED RESTRICTIONS

Between Chicago and St. Louis.....	(Diesel Electric) Passenger	75 mph
	Freight	50 mph
Between South Joliet and Mazonia via Pequot Line	(Diesel Electric) Passenger	75 mph
	Freight	50 mph
Between Dwight and Washington	Passenger	30 mph
	Freight	30 mph
Between Sherman and Peoria	Passenger	30 mph
	Freight	30 mph

EXCEPTIONS

	Passenger mph	Freight mph
South Branch Bridge turnouts.....	10	10
Between 21st Street and Corwith.....	40	30
Halsted Street, around curves both tracks...	25	25
Bridgeport Bridge, through interlocking.....	20	20

MAXIMUM SPEED RESTRICTIONS—Continued

	Passenger mph	Freight mph
Homan Ave. Crossing, running against current of traffic	15	15
Corwith, through interlocking	40	40
Between Corwith and Yard limits Argo	75	45
Joliet; Fifth Ave., to Cass St., northward	20	20
Cass St., to Union Station, passenger main southward	20	20
Cass St., to Fifth Ave., freight main	20	20
Union Station, through interlocking limits to South Joliet, passenger main	30	20
South Joliet, through interlocking limits	35	35
South Joliet to Plaines	75	30
Zarley's Hill, south of South Joliet, reverse curves	60	45
Wilmington: Southward trains through town	60	50
Mazonia: Northward to main line	40	35
To and from Pequot Line	40	35
Dwight, through town	45	45
Pontiac, curve at "DY" tower	60	45
Normal: Ash St. to Main St., Southward	60	30
Normal: Against current of traffic, between Main St. and Beech St.	20	20
Bloomington, Emerson St. to Locust St.	50	30
Bloomington, Locust St. to Washington St.	20	20
Atlanta, curve through Atlanta	60	45
Sherman, trailing through Spring Switch from P.&N. Line	15	15
Ridgely, south end yard, through interlocking limits	35	25
Springfield: Between Black Ave. and Carpenter St.	25	20
Between Carpenter St. and Capitol Ave.	15	15
Between Capitol Ave. and Laurel St.	25	20
Between Laurel St. and Black Ave., running against current of traffic	10	10
Iles: To and from Air Line	30	20
Rinaker, power switch, southward	40	35
Plainview, power switch, northward	40	35
Godfrey: Northward from cut-off	60	35
Southward to cut-off	40	30
To and from Godfrey line via cut-off	15	15
Godfrey to Wann Old Main	30	30
Alton: Alby to Henry St. (Old Main)	10	10
Wann: Northward trains through interlocking limits	30	25
Wood River: Northward over Illinois Terminal crossing	40	40
Lenox, through interlocking limits	35	35
Lenox: Via diverging route through puzzle switch	5	5
Granite City: Through interlocking limits via joint tracks, under control, not to exceed	30	30
Granite City: Through interlocking limits via St. Louis Merchants Bridge Terminal	20	20
Between Granite City and Bridge Junction	35	25
N. Y. C. crossing (2.3 miles north of Streator)	20	20
State Route, one mile west of Streator	5	5
Varna and Lacon	20	20
Between La Rose and Washburn, M.P. 123	25	25
Bridge B-1725, two miles north of Green Valley	25	12
Bridge B-1951, 1.7 miles north of Middletown	25	12
I. C. Crossing at Green Valley	20	20
Through Turnouts, Crossovers, In and Out Sidings	15	15

MAXIMUM SPEED OF ENGINES:

Maximum speed covering following classes of engines where not otherwise restricted. Where other restrictions permit train speed in excess of the maximum engine speed prescribed below, maximum engine speed prescribed in table must be observed.

Diesel, passenger	80 MPH
Diesel, combination passenger-freight	80 MPH
Diesel, freight	65 MPH
Diesel, utility	60 MPH
Diesel, switch	30 MPH

AUTHORIZED DIESEL OPERATION

All classes of GM&O diesel-electric engines may be operated over all subdivisions of Eastern Division. Between Dwight and Washington, and between Grove and Sherman, the operation is limited to 2 units.

MAXIMUM SPEED OVER SUBMERGED TRACKS

Diesel-electric engines and diesel-electric cars shall not be operated, either by towing or using traction motors for power, through water having depth over rail greater than shown below; or at a speed greater than shown below.

Type of Engine or Car	Depth Water	Speed
Electro-Motive Passenger and freight diesels	4 in.	5 MPH
ALCO passenger, freight and switching diesels	4 in.	5 MPH
Motor Cars—diesel-electric	4 in.	5 MPH
Passenger Cars with Roller Bearings	8 in.	5 MPH
Passenger Cars Standard Friction Bearings	12 in.	5 MPH

Engines running light must not exceed a speed of 50 miles per hour.

Trains handling engine tanks used in Maintenance of Way service will not exceed 35 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 20 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 30 miles per hour on straight and level track, 25 miles per hour on light curves and grades and 20 miles per hour on heavy curves and grades.

G. M. & O. derrick 66409, located at Bloomington, must be separated from the engine by not less than 3 cars. It must not be operated between:

Sherman and Grove
Washington and Dwight

When moving against the current of traffic, passenger trains will not exceed 50 miles per hour and freight trains 35 miles per hour. While passing through villages and towns, trains must not exceed 30 miles per hour, and must not exceed 25 miles per hour over facing point spring switches, or other facing point switches not interlocked.

13. CLEARANCES — TRAIN-ORDER SIGNALS

Unless otherwise provided, a train must not leave its initial station on any subdivision without a clearance. In addition, trains must secure clearance at the following points:

Wann (northward second class and inferior trains of Eastern Division);
Normal (northward all except first class trains);
South Joliet (second class and inferior trains).

Trains moving to or from subdivision 4 may leave Sherman without clearance. Northward trains via subdivision 4 must secure clearance before leaving Ridgely.

Train order signals at Godfrey and Iles govern only trains of Eastern Division on Subdivision 2. All Western Division trains must secure clearance before leaving Godfrey or Iles.

14. BLOCK AND AUTOMATIC TRAIN STOP SYSTEMS

DEFINITIONS:

LIMITED SPEED.—A speed not exceeding 60 miles per hour.

MEDIUM SPEED.—A speed not exceeding 30 miles per hour.

SLOW SPEED.—A speed not exceeding 15 miles per hour.

SPECIAL INSTRUCTIONS—Continued

BLOCK AND AUTOMATIC TRAIN STOP SYSTEMS—Continued

RESTRICTED SPEED.—Proceed, not exceeding 15 miles per hour, prepared to stop short of train, engine, obstruction, or switch not properly lined and to look out for broken rail.

WITH CAUTION.—To run at reduced speed, according to conditions, prepared to stop short of train, engine, obstruction, or before reaching a stop signal.

TRAFFIC CONTROL SYSTEM is in effect between:

Ft. Wayne Junction and Pan Handle Crossing, Brighton Park.
South Joliet and Plains
Rinaker and Plainview
Godfrey and Wann, via Cut-Off

Control Stations:

Bridgeport Bridge tower
South Joliet tower
Brighton tower
Godfrey tower
Wann tower

Within traffic control system limits specified, the movement of trains and engines will be governed by block signals whose indications will supersede time-table superiority of trains for both opposing and following movements on the same track.

Within traffic control system limits, Rule 93 will not apply.

Protection of train or engine as prescribed by Rule 99 is required, except as provided in Rule 532.

Trains or engines must not enter or foul the main track within traffic control system limits, or re-enter the main track after having cleared it, except on proceed indication of absolute signal or by authority of control station.

Before trains or engines at west end of South Joliet yard, or northward trains on siding at Plainview, enter the main track, a member of the crew must communicate with control station to clear the signal.

Telephones located adjacent to absolute signals and main track switches may be used to communicate with control station.

When a train or engine is stopped by a Stop-indication and cause is not apparent, a member of the crew must communicate promptly with control station.

An absolute signal displaying Stop-indication must not be passed until permission is obtained from control station, or if the means of communication fail train or engine may proceed at restricted speed under flag protection to the next signal displaying a proceed indication.

If it becomes necessary to make reverse movement of train or engine, such movement must be made under flag protection, except when authority to make reverse movement is granted by control station, and proceed indication of block signals is displayed for reverse movement.

When in emergency it is necessary to operate dual control switch by hand crews of trains or engines must be governed by Rule 534.

AUTOMATIC BLOCK SYSTEM is in effect between:

Pan Handle Crossing, Brighton Park and Rinaker, via main line.
Plaines and Mazonia, via Pequot Line
Plainview and Godfrey
Wann and Granite City on southward main
Wann and Bridge Junction on northward main

The automatic signals between Godfrey and Henry St. interlocking at Alton, and automatic signals between Wann and Henry St. interlocking governing northward movements, are for curve and station protection. When automatic signal displays "stop" indication, trains and engines, after stopping, may proceed at once, through the block at restricted speed, not exceeding 15 miles per hour.

END OF TRACK CIRCUIT SIGN. A sign reading "ETC" vertically, denotes a point beyond which a train does not cause an automatic block signal to display its most restrictive indication.

AUTOMATIC TRAIN CONTROL STOP SYSTEM is in effect between:

North end Glenn Yard and Joliet
South Joliet and Normal, via main line

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

When automatic train control stop on locomotive fails enroute, it may be cut out and train may proceed in accordance with indications of automatic signals, but not to exceed 40 miles per hour, to the first available point of communication, where train will stop and make report to Train Dispatcher. If absolute block cannot be established, train will then proceed and be governed by indications of automatic signals, but not to exceed 75 miles per hour, keeping clear of occupied block. After waiting three minutes at an automatic stop and proceed or grade signal indicating stop, it may be regarded that there has been a failure of the signal and train may proceed at restricted speed until a more favorable signal indication is encountered.

Enginemen must not forestall application until after signal indication has been observed and is being obeyed, except on single track, when trains meet by rule or train order at a siding within the limits of a block, the train to take siding may forestall application and pass the stop and proceed signal indicating STOP without stopping, but at restricted speed.

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

Test magnets are located at Glenn, South Joliet, Dwight, Bloomington, Ridgely, Venice, St. Louis and Roodhouse.

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

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

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

MANUAL BLOCK SYSTEM is in effect between:

Granite City and Bridge Junction on G. M. & O. Southward main
Pekin and Grove (Manual Positive Block)

The following rules govern the operation of Manual Positive Block System, in effect between Pekin and 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 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 northward 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 G. M. & O. 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 G. M. & O. main track.

Telephones have been provided at signal bridges on P. & P. U. tracks in accordance with Bulletin issued by that Com-

pany to be used by trainmen in conferring with dispatcher in case of delay or trouble.

15. DOUBLE TRACK

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.

16. SPACING TRAINS

When a regular train, scheduled via either the Old Main or Pequot Line between South Joliet and Mazonia, is run extra between those points, such train may assume its original schedule at South Joliet or Mazonia without train order authority.

Southward second class and extra trains may run ahead of southward first class trains, Mazonia to Dwight.

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.

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, but in no case less than 10 minutes.

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 passengers passes a train at a non-train order office and there is no telephone communication from that siding to a train order office, 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 office 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 office in the direction in which the train carrying passengers is moving.

17. SPRING SWITCHES

SPRING SWITCHES are in use at north end of northward siding Plainview, at south end of southward siding Pontiac, and at north end northward siding at Athol.

A semaphore switch indicator equipped with switch key release box is located at spring switch at south end southward siding at Pontiac, and at north end northward siding at Athol.

Before train leaves siding to enter main track, a member of train crew will be required to insert switch key in release box, turning key clockwise to full right, and if semaphore indicator displays "CLEAR", and operating rules are complied with, train may proceed through spring switch.

If the indicator displays "STOP", after waiting three (3) minutes and complying with operating rules, train may proceed through spring switch.

Spring switches must not be thrown by hand while cars are holding switch points open, except in emergency and then extreme care must be used in operating switch stand to avoid injury.

18. TELEPHONES

Telephones for Emergency Use

Willow Springs—Box on pole west side of tracks at Wentworth Ave.
Lambert—Box on post west side of tracks.
Lemont—Box on north side of station.
Lemont—Globe Oil Spur, box on pole.
Romeo—Box on post west side of tracks at south end of southward siding.
Lockport—Box on post west side of tracks at north switch entrance to Texas Plant.
Lockport—Shanty at Second St., west side of tracks.
Elwood—Box on pole west side of track at north leg Stone Siding, M. P. 46.2.
Elwood—Box on pole west side of track at south leg Sanderson Siding, M. P. 46.8.
Wilmington—Box on post west side of track at north end siding.
Hitt Siding—Box on pole west side of tracks at north switch and at south switch.
Braidwood—Box on front of station.
Mullins—Box on pole west side of track.
Odell—Box on pole west side of tracks at north end northward siding.
Ocoya—Box on pole west side of tracks at main track crossover.
Lexington—Box on pole west side of tracks, south end siding.
Funks Grove—Box on north side of station.
Lawndale—Box on front of station.
Griggs—Box on pole west side of tracks.
Williamsville—Box on pole south of station.
Ridgely—In Scale House at north end yards.
Iles—Box on post just south of Signal 214.
Virden—Box on first pole south of station.
Carlinville—Box on pole first telegraph pole south of station.
Macoupin—Box on post east side of track.
Macoupin—Box on pole east side of track near M. P. 231.5.
Plainview—Box on post east side of track at south end northward siding.
New Holland—Box on post opposite tool house.
Green Valley—Box on south end tool house, east side of track.

19. HIGHWAY CROSSINGS

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."

20. 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. Designated Repair points: Glenn, South Joliet, Bloomington, Ridgely and Venice.

(c) In making running test of air brakes on passenger trains, conductor or trainman will signal engineer that brakes apply and release properly, by one long and one short sound of the communicating signal, instead of by signal 12(c), as provided in Rule 1033.

21. WORK BETWEEN VARNA AND LACON

Work between Varna and Lacon will be performed by trains 60 and 61 upon instructions of agent at Varna.

22. SWITCHING PASSENGER EQUIPMENT

Rule 103-E, of rules for the Government of Operating Department, is modified as follows:

"UNOCCUPIED passenger equipment may be switched at Brighton Park Coach Yard and Harrison St., Yard, at Chicago, without the use of air brakes."

23. TRAIN ORDER OFFICES—IRREGULAR HOURS

Offices open less than 24 hours

Summit	8:00	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	7:30	A.M. to	4:30	P.M.
Wilmington	7:00	A.M. to	4:00	P.M.
Braidwood	7:30	A.M. to	4:30	P.M.
Gardner	7:30	A.M. to	4:30	P.M.
Odell	7:30	A.M. to	4:30	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	6:45	A.M. to	3:45	P.M.
Towanda	6:45	A.M. to	3:45	P.M.
Blackstone	8:00	A.M. to	4:00	P.M.
Streator	7:00	A.M. to	4:00	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	7:00	A.M. to	4:00	P.M.
Shirley	7:30	A.M. to	4:30	P.M.
McLean	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	9:00	A.M. to	6:00	P.M.
(Leverman only)				
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.
Chatham	7:00	A.M. to	4:00	P.M.
Auburn	7:00	A.M. to	4:00	P.M.
Virden	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.
Fancy Prairie	7:00	A.M. to	4:00	P.M.
Middletown	7:00	A.M. to	4:00	P.M.

24. ADDITIONAL REGULAR AND FLAG STOPS FOR PASSENGER TRAINS

1 stop at Joliet on signal to pick up revenue passengers for Springfield and points beyond where scheduled to stop.
2 stop on signal at Lincoln to pick up revenue passengers for Chicago and discharge revenue passengers from St. Louis.
2 stop at Joliet to let off revenue passengers from Springfield and points south where scheduled to stop.
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, Joliet, Bloomington, and Springfield.
4 stop at Joliet to let off revenue passengers from St. Louis.
5 stop on flag at Summit, daily except Saturday. Saturdays train 5 will make regular stop at Summit.
5 will stop at Fifth Street, Lockport, to receive and discharge passengers.
5 will stop at Carlinville to discharge revenue passengers from Chicago.
505 will stop at Carlinville to discharge revenue passengers from Chicago.
6 stop at South Joliet on Sunday to let off employees.
6 stop at Chenoa on signal to pick up revenue passengers for Chicago and discharge revenue passengers from Springfield and points south where scheduled to stop.
6 daily except Sunday reduce speed at Granite City Station to 5 miles per hour to pick up mail pouch.
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 reduce speed to 40 miles per hour passing the stations at Girard and Wood River for the dispatchment of U. S. Mail and newspapers, and 65 miles per hour to dispatch Mail at Virden.
7 will stop at Granite City to discharge revenue passengers from Springfield and points north.
8 reduce speed to 40 miles per hour passing the station at Chenoa and 60 miles per hour from Kankakee River Bridge to station at Wilmington for the dispatchment of U. S. Mail and newspapers.
8 will stop at Joliet to discharge revenue passengers from Springfield and points south.
11 will stop at Lawndale and Sherman only on flag for parcel post.
11 will stop at Hartford (2 miles south of North Wood River) for U. S. Mail.
11 and 12 stop at Wood River on flag to pick up and discharge revenue passengers and U. S. Mail.
12 will stop at Hartford (1 mile north of Roxana), Mitchell and at Lovejoy for U. S. Mail.
16 will stop at Fifth Street, Lockport, for passengers.
17 will stop at Fifth Street, Lockport, to receive and discharge passengers.
18 stop at Joliet let off revenue passengers from Springfield and points south where scheduled to stop.
18 stop at Granite City on flag signal to pick up revenue passengers for Chicago, Joliet, Bloomington, and Springfield.
18 will stop on flag at Lincoln to discharge passengers from St. Louis and pick up passengers for Chicago.
19 stop at Carlinville on signal to let off revenue passengers from Chicago.
173 stop at Fifth Street, Lockport, to discharge passengers. Scheduled trains, except numbers 5, 8, 11 and 12, will stop at Washington Avenue, St. Louis.
505 will stop at Lemont and Lockport to discharge revenue passengers from Chicago.

25. ACCIDENTS, ETC.

Employes who witness or have any knowledge whatever of an accident involving members of the public, must not give information of the same to Attorneys, the injured persons, or anyone else except this Company's Officers and Claim Agents, unless legally required. Persons seeking information as to any accident should be referred to the General Claim Agent.

An employe 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.

26. BUSINESS TRACKS NOT SHOWN AS STATIONS ON FACE OF TIME-TABLE

Station	Name	Mile	Capacity	Opens
C- 50	Prairie Creek	49.9	15	South
C-106	Ballard	106.6	20	South
C-153	Kruger	153.3	8	North

SOUTHWARD

Distance from Chicago		Sub-Division No. 1 TIME TABLE No. 4 January 7, 1951	Passing Sidings Cap. 45 ft. Cars	Station Numbers	FIRST CLASS									
					19	11	1	173	17	3	5	505	7	
					Daily	Daily Ex Sunday	Daily	Saturday Only	Daily Ex Sat & Sun	Daily	Daily Ex Sunday	Sunday Only	Daily	
					AM	AM	AM	PM	PM	PM	PM	PM	PM	
.....	DN	CHICAGO	...	C-0	L 8.25	L 8.45	L 11.45	L 12.30	L 4.15	L 4.50	L 5.00	L 6.55	L 11.25	.....
1.8		1.8												
1.8	...	FT. WAYNE JUNCTION	...	.....	8.31	8.51	11.51	12.36	4.21	4.56	5.06	7.01	11.31	.....
2.6		0.8												
2.6	...	HALSTED STREET	...	C-2	8.32	f 8.53	11.52	s 12.38	s 4.23	4.57	s 5.08	7.03	11.32	.....
5.2		C.J. 2.6 Penna.X.												
5.2	...	BRIGHTON PARK	...	C-6	8.36	f 8.58	11.56	s 12.44	s 4.27	5.01	s 5.13	7.08	11.36	.....
6.6		B.&O. 1.4 A.T.&S.F.X.												
6.6	...	CORWITH	...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
7.9		1.3 B.R.C.X.												
7.9	...	LE MOYNE	...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
10.3		2.4 W.F.T.S.												
10.3	DN	GLENN	...	C-10	8.41	f 9.05	12.01	12.52	4.33	5.06	5.19	7.14	11.41	.....
11.9		1.6												
11.9	D	SUMMIT	...	C-12	.....	s 9.07	.....	s 12.54	s 4.35	.....	c 5.21	.....	.....	.....
13.1		1.2 B.&O.C.T.X.												
13.1	...	I.H.B. ARGO	...	C-13	8.44	9.09	12.04	12.57	4.37	5.09	5.23	7.17	11.44	.....
17.5		4.4												
17.5	...	WILLOW SPRINGS	...	C-18	.....	.....	.....	s 1.03	f 4.41	.....	f 5.28	.....	.....	.....
21.6		4.1												
21.6	...	LAMBERT	...	C-21	8.51	9.18	12.11	1.09	4.45	5.16	5.32	7.26	11.51	.....
25.3		3.7												
25.3	D	LEMONT	...	C-25	8.54	s 9.24	12.14	s 1.14	s 4.49	5.19	s 5.37	c 7.30	11.54	.....
28.5		3.2												
28.5	...	ROMEO	78	C-29	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
32.9		4.4												
32.9	D	LOCKPORT	...	C-33	9.01	s 9.35	12.21	s 1.24	s 5.04	5.26	s 5.50	c 7.41	12.01	.....
35.8		2.9												
35.8	...	STATE PRISON	...	C-36	.....	.....	.....	f 1.30	.....	.....	.....	.....	.....	.....
37.2		1.4 C.R.I.&P. M.C. A.T.&S.F.X.												
37.2	...	JOLIET	...	C-37	s 9.05	s 9.45	c 12.25	s 1.35	s 5.15	c 5.30	s 6.03	s 7.48	s 12.15	.....
38.5		1.3 W.F.T.S.												
38.5	DN	SOUTH JOLIET	...	C-38	9.08	9.49	**12.28** 94	A 1.40	A 5.25	5.33	6.06	7.52	12.18	.....
45.8		7.3 Y.												
45.8	D	ELWOOD	50	C-46	9.16	s 10.00	12.34	.....	.....	5.39	6.14	8.00	12.25	.....
52.5		6.7												
52.5	D	WILMINGTON	75	C-52	**9.22** 63	s 10.09	12.40	.....	.....	5.45	s 6.23	8.06	12.31	.....
54.1		1.6 Y.												
54.1	...	HITT SIDING	...	C-54	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
57.3		3.2												
57.3	D	BRAIDWOOD	50	C-57	9.26	s **10.16** 63	12.44	.....	.....	5.49	s 6.29	8.11	12.35	.....
60.5		3.2												
60.5	...	MULLINS	...	C-60	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
61.2		0.7												
61.2	...	BRACEVILLE	...	C-61	.....	s 10.22	.....	.....	.....	.....	.....	.....	.....	.....
62.6		1.4												
62.6	...	MAZONIA	...	C-62	9.31	10.27	**12.49** 2	.....	.....	5.54	6.35	**8.16** 18	12.40	.....
64.5		1.9												
64.5	D	GARDNER	...	C-64	.....	s 10.30	.....	.....	.....	.....	f 6.37	8.18	.....	.....
72.8		8.3 N.Y.C.X.												
72.8	DN	U. K. TOWER	...	C-73	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
73.6		0.8 W.Y.												
73.6	DN	DWIGHT	75	C-73	s 9.41	s 10.42	12.59	.....	.....	6.04	s 6.49	s 8.29	c 12.50	.....
81.7		8.1												
81.7	D	ODELL	80	C-82	9.50	s 10.55	.....	.....	.....	.....	6.58	8.37	1.00	.....
86.9		5.2												
86.9	...	CAYUGA	...	C-87	.....	f 11.02	1.11	.....	.....	6.16	7.03	8.42	.....	.....
91.2		4.3 Wab. I.C.X.												
91.2	...	D. Y. TOWER	...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
91.9		0.7												
91.9	DN	PONTIAC	110	C-92	s 10.02	s 11.10	1.16	.....	.....	6.21	s 7.11	s 8.48	s 1.12	.....
97.9		5.8												
97.9	...	OCOYA	...	C-97	.....	f 11.17	.....	.....	.....	.....	.....	.....	.....	.....
102.3		4.6 T.P.&W.X.												
102.3	DN	CHENOA	79	C-102	10.13	s 11.24	**1.25** 97	.....	.....	6.30	s 7.23	8.58	s 1.32	.....
110.3		8.0												
110.3	D	LEXINGTON	82	C-110	10.20	s 11.35	1.32	.....	.....	6.37	f 7.33	f 9.07	1.41	.....
118.2		7.9												
118.2	D	TOWANDA	...	C-118	10.27	s 11.44	1.39	.....	.....	6.44	7.42	9.16	1.48	.....
124.1		5.9 I.C.X.												
124.1	DN	NORMAL	...	C-124	10.33	s 11.54	1.44	.....	.....	6.49	s 7.52	9.21	1.53	.....
126.6		2.5 C.C.C.&S.T.L. W.F.S.Y.X. N.Y.C.&St.L.												
126.6	DN	BLOOMINGTON	...	C-126	A 10.41	A 12.35	A 1.53	.....	.....	A 6.57	A 8.10	A 9.35	A 2.20	.....
					AM	PM	PM	PM	PM	PM	PM	PM	AM	
		Time over Sub-Division			2:16	3:50	2:08	1:10	1:10	2:07	3:10	2:40	2:55	
		Average speed per hour			55.8	33.0	59.3	33.0	33.0	59.8	40.0	47.5	43.4	

Speed as shown in special rule 12, and such other restrictions as may be in effect, will not be exceeded.

SOUTHWARD

Distance from Chicago		Sub-Division No. 1 TIME TABLE No. 4 January 7, 1951	Passing Sidings Cap. 45 ft. Cars	Station Numbers	SECOND CLASS							THIRD CLASS		
					97	85	93	83				63		
					Daily	Daily	Daily	Daily				Daily Ex Sunday		
					AM	PM	PM	PM				AM		
.....	DN	CHICAGO	...	C-0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		1.8												
1.8	...	FT. WAYNE JUNCTION	...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		0.8												
2.6	...	HALSTED STREET	...	C-2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		2.6												
5.2	...	C.J. B.&O. BRIGHTON PARK Penna.X.	...	C-6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		1.4												
6.6	...	CORWITH A.T.&S.F.X.	...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		1.3												
7.9	...	LE MOYNE B.R.C.X.	...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		2.4												
10.3	DN	GLENN W.F.T.S.	...	C-10	L10.00	L 8.30	L 9.00	L10.30	.....	.....	.....	.....	.....	.....
		1.6												
11.9	D	SUMMIT	...	C-12	10.10	8.35	9.05	10.35	.....	.....	.....	.....	.....	.....
		1.2												
13.1	...	I.H.B. ARGO B.&O.C.T.X.	...	C-13	10.12	8.37	9.10	10.40	.....	.....	.....	.....	.....	.....
		4.4												
17.5	...	WILLOW SPRINGS	...	C-18	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		4.1												
21.6	...	LAMBERT	...	C-21	10.25	8.47	9.20	10.50	.....	.....	.....	.....	.....	.....
		3.7												
25.3	D	LEMONT	...	C-25	10.32	8.52	9.30	11.00	.....	.....	.....	.....	.....	.....
		3.2												
28.5	...	ROMEO	78	C-29	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		4.4												
32.9	D	LOCKPORT	...	C-33	10.43	9.05	9.45	11.15	.....	.....	.....	.....	.....	.....
		2.9												
35.8	...	STATE PRISON	...	C-36	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		1.4 C.R.I.&P.												
37.2	...	M.C. JOLIET A.T.&S.F.X.	...	C-37	10.55	9.15	10.05	11.35	.....	.....	.....	.....	.....	.....
		1.3												
38.5	DN	SOUTH JOLIET W.F.T.S.	...	C-38	11.00	9.20	10.10	11.50	.....	.....	.....	L 6.45	.....	.....
		7.3												
45.8	D	ELWOOD Y.	50	C-46	}	}	}	}	.....	.....	.....	s 7.15	.....	.....
		6.7			Via Pequot Line	Via Pequot Line	Via Pequot Line	Via Pequot Line				**7.55**		
52.5	D	WILMINGTON	75	C-52					.....	.....	.....	s **9.30**	.....	.....
		1.6										24-19		
54.1	...	HITT SIDING Y.	...	C-54					.....	.....	.....	.....	.....	.....
		3.2										s**10.00**		
57.3	D	BRAIDWOOD	50	C-57					.....	.....	.....	s**11.15**	.....	.....
		3.2										11		
60.5	...	MULLINS	...	C-60	}	}	}	}	.....	.....	.....	.....	.....	.....
		0.7												
61.2	...	BRACEVILLE	...	C-61	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		1.4												
62.6	...	MAZONIA	...	C-62	11.45	10.25	11.15	1.00	.....	.....	.....	s11.25	.....	.....
		1.9												
64.5	D	GARDNER	...	C-64	**11.50**	10.30	11.20	1.05	.....	.....	.....	s**11.55**	.....	.....
		8.3			63							97		
72.8	DN	U. K. TOWER N.Y.C.X.	...	C-73	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		0.8												
73.6	DN	DWIGHT W.Y.	75	C-73	12.05	10.45	11.40	1.15	.....	.....	.....	A12.25	.....	.....
		8.1												
81.7	D	ODELL	80	C-82	12.25	11.05	12.00	1.48	.....	.....	.....	.....	.....	.....
		5.2												
86.9	...	CAYUGA	...	C-87	.....	11.15	12.10	2.00	.....	.....	.....	.....	.....	.....
		4.3												
91.2	...	Wab. D. Y. TOWER I.C.X.	...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		0.7												
91.9	DN	PONTIAC	110	C-92	12.40	11.25	12.25	2.15	.....	.....	.....	.....	.....	.....
		5.8												
97.7	...	OCOYA	...	C-97	12.50	11.35	12.35	2.25	.....	.....	.....	.....	.....	.....
		4.6												
102.3	DN	CHENOA T.P.&W.X.	79	C-102	**1.30**	11.45	12.45	2.35	.....	.....	.....	.....	.....	.....
		8.0			1									
110.3	D	LEXINGTON	82	C-110	1.42	12.00	1.00	2.50	.....	.....	.....	.....	.....	.....
		7.9												
118.2	D	TOWANDA	...	C-118	1.53	12.15	1.15	3.05	.....	.....	.....	.....	.....	.....
		5.9												
124.1	DN	NORMAL I.C.X.	...	C-124	2.03	12.25	1.25	3.15	.....	.....	.....	.....	.....	.....
		2.5												
126.6	DN	BLOOMINGTON W.F.S.Y.X.	...	C-126	A 2.10	A12.30	A 1.30	A 3.25	.....	.....	.....	.....	.....	.....
		C.C.C.&St.L. N.Y.C.&St.L.												
					PM	AM	AM	AM				PM		
		Time over Sub-Division			4:10	4:00	4:30	4:55				5:40		
		Average speed per hour			27.9	29.1	25.8	23.7				6.2		

Speed as shown in special rule 12, and such other restrictions as may be in effect, will not be exceeded.

NORTHWARD

Sub-Division No. 1
TIME TABLE No. 4
January 7, 1951

FIRST CLASS

Distance from East St. Louis			Passing Sidings Cap. 45 ft. Cars	Station Numbers	8 Daily AM	16 Daily Ex Sunday AM	524 Sunday Only AM	24 Daily Ex Sunday AM	2 Daily AM	4 Daily PM	6 Daily PM	18 Daily PM		
154.2	DN	BLOOMINGTON W.F.S.Y.X.	...	C-126	L 3.55	.....	L 6.30	L 6.40	L11.51	L 2.55	L 6.35	L 7.23	.....	.....
		C.C.C.&St.L. 2.5 N.Y.C.&St.L.												
156.7	DN	NORMAL I.C.X.	...	C-124	4.00	.....	6.35	s 6.49	11.55	3.00	6.40	7.27	.....	.....
		5.9												
162.6	D	TOWANDA	...	C-118	4.07	.....	6.41	f 6.56	12.01	3.06	6.46	7.33	.....	.....
		7.9												
170.5	D	LEXINGTON	...	C-110	4.15	.....	6.49	f 7.05	12.08	3.13	6.54	7.40	.....	.....
		8.0												
178.5	DN	CHENOA T.P.&W.X.	79	C-102	4.24	.....	6.58	f 7.16	12.15	3.21	c 7.02	7.47	.....	.....
		4.6												
183.1	...	OCOYA	...	C-97	.....	.....	.....	.....	.....	.....	7.07	.....	.....	.....
		5.8												
188.9	DN	PONTIAC	90	C-92	s 4.40	.....	s 7.10	s 7.34	12.24	f 3.30	s 7.14	7.56	.....	.....
		0.7												
189.6	...	Wab. D. Y. TOWER I.C.X.	...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		4.3												
193.9	...	CAYUGA	...	C-87	4.47	.....	7.17	.....	.....	.....	7.21	.....	.....	.....
		5.2												
199.1	D	ODELL	85	C-82	4.52	.....	7.23	f 7.45	12.34	3.40	7.28	8.06	.....	.....
		8.1												
207.2	DN	DWIGHT	75	C-73	s 5.05	.....	s 7.32	s 7.55	**12.41** 62	3.48	s 7.38	8.13	.....	.....
		0.8												
208.0	DN	U. K. TOWER N.Y.C.X.	...	C-73	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		8.3												
216.3	D	GARDNER	...	C-64	5.15	.....	7.43	f 8.07	.....	.....	7.48	.....	.....	.....
		1.9												
218.2	...	MAZONIA	...	C-62	5.19	.....	7.46	8.10	**12.51** 1	3.58	7.51	**8.23** 505	.....	.....
		1.4												
219.6	...	BRACEVILLE	...	C-61	5.21	.....	.....	.....	.....	.....	.....	.....	.....	.....
		0.7												
220.3	...	MULLINS	...	C-60	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		3.2												
223.5	D	BRAIDWOOD	50	C-57	5.26	.....	7.52	f 8.19	Via Pequot Line	4.04	Via Pequot Line	8.28	.....	.....
		3.2												
226.7	...	HITT SIDING Y.	...	C-54	.....	.....	.....	.....		.....		.....	.....	.....
		1.6												
228.3	D	WILMINGTON	75	C-52	5.32	.....	7.57	f **8.28** 63		4.09		8.32	.....	.....
		6.7												
235.0	D	ELWOOD Y.	50	C-46	5.40	.....	8.03	f 8.39	.....	4.15	.....	8.38	.....	.....
		7.3												
242.3	DN	SOUTH JOLIET W.F.T.S.	...	C-38	5.50	L 5.00	8.11	8.49	1.15	4.23	c 8.20	8.46	.....	.....
		1.3												
243.6	...	M.C. JOLIET C.R.I.&P.X.	...	C-37	c 6.00	s 5.30	s 8.17	s 9.04	c 1.19	c 4.27	s 8.27	c 8.50	.....	.....
		1.4 A.T.&S.F.												
245.0	...	STATE PRISON	...	C-36	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		2.9												
247.9	D	LOCKPORT	...	C-33	6.05	s 5.36	f 8.23	s 9.15	1.24	4.32	8.33	8.55	.....	.....
		4.4												
252.3	...	ROMEO	79	C-29	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		3.2												
255.5	D	LEMONT	..	C-25	6.12	s 5.46	f 8.31	s 9.28	1.31	4.40	8.42	9.02	.....	.....
		3.7												
259.2	...	LAMBERT	83	C-21	6.16	5.52	8.36	9.36	1.34	4.43	8.47	9.05	.....	.....
		4.1												
263.3	...	WILLOW SPRINGS	...	C-18	.....	s 5.58	.....	f 9.42	.....	.....	.....	.....	.....	.....
		4.4												
267.7	...	I.H.B. ARGO B.&O.C.T.X.	76	C-13	6.26	6.05	8.45	9.48	1.41	4.52	8.56	9.13	.....	.....
		1.2												
268.9	D	SUMMIT	...	C-12	.....	s 6.07	.....	f 9.52	.....	.....	.....	.....	.....	.....
		1.6												
270.5	DN	GLENN W.F.T.S.	...	C-10	6.30	s 6.09	8.50	9.55	1.44	4.55	9.01	9.16	.....	.....
		2.4												
272.9	...	LE MOYNE B.R.C.X.	...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		1.3												
274.2	...	CORWITH A.T.&S.F.X.	...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		1.4												
275.6	...	C.J. BRIGHTON PARK Penna.X.	...	C-6	6.39	s 6.17	9.00	10.07	1.51	5.02	9.08	9.23	.....	.....
		B.&O. 2.6												
278.2	...	HALSTED STREET	...	C-2	6.45	s 6.23	9.06	10.15	1.56	5.08	9.15	9.28	.....	.....
		0.8												
279.0	...	FT. WAYNE JUNCTION	...	.....	6.50	6.27	9.08	10.20	1.59	5.11	9.20	9.31	.....	.....
		1.8												
280.8	DN	CHICAGO	...	C-0	A 7.00	A 6.35	A 9.15	A10.35	A 2.08	A 5.15	A 9.30	A 9.40	.....	.....
					AM	AM	AM	AM	PM	PM	PM	PM		
		Time over Sub-Division			3:05	1:35	2:45	3:55	2:17	2:20	2:55	2:17		
		Average speed per hour			41.1	24.3	46.0	32.3	55.5	54.3	43.4	55.5		

Speed as shown in special rule 12, and such other restrictions as may be in effect, will not be exceeded.

NORTHWARD

Distance from East St. Louis		Sub-Division No. 1 TIME TABLE No. 4 January 7, 1951	Passing Sidings Cap. 45 ft. Cars	Station Numbers	SECOND CLASS							THIRD CLASS		
					82	94	92	80				62		
					Daily	Daily	Daily	Daily				Daily Ex Sunday		
					AM	AM	PM	PM				PM		
154.2	DN	BLOOMINGTON W.F.S.Y.X.	...	C-126	L 1.10	L 9.45	L 8.45	L 10.15						
		C.C.C.&St.L. 2.5 N.Y.C.&St.L.												
156.7	DN	NORMAL I.C.X.	...	C-124	1.17	9.50	8.50	10.22						
		5.9												
162.6	D	TOWANDA	...	C-118	1.32	10.00	9.00	10.35						
		7.9												
170.5	D	LEXINGTON	...	C-110	1.44	10.14	9.14	10.47						
		8.0												
178.5	DN	CHENOA T.P.&W.X.	79	C-102	1.57	10.28	9 28	10.59						
		4.6												
183.1	...	OCOYA	...	C-97	2.05	10.36	9.36	11.06						
		5.8												
188.9	DN	PONTIAC	90	C-92	2.15	10.46	9.46	11.15						
		0.7												
189.6	...	Wab. D. Y. TOWER I.C.X.	...	.....	.....	.....	.....	.....						
		4.3												
193.9	...	CAYUGA	...	C-87	2.30	10.55	9.55	11.24						
		5.2												
199.1	D	ODELL	85	C-82	2.42	11.04	10.04	11.34						
		8.1												
207.2	DN	DWIGHT	75	C-73	2.57	11.18	10.18	11.48				L 12.45 2		
		0.8												
208.0	DN	U. K. TOWER N.Y.C.X.	...	C-73	.....	.....	.....	.....				.....		
		8.3												
216.3	D	GARDNER	...	C-64	3.15	11.34	10.34	12.03				s 1.00		
		1.9												
218.2	...	MAZONIA	...	C-62	3.20	11.38	10.38	12.08				1.10		
		1.4												
219.6	...	BRACEVILLE	...	C-61	}	}	}	}				}		
		0.7												
220.3	...	MULLINS	...	C-60										
		3.2			Via Pequot Line	Via Pequot Line	Via Pequot Line	Via Pequot Line				Via Pequot Line		
223.5	D	BRAIDWOOD	50	C-57										
		3.2												
226.7	...	HITT SIDING Y.	...	C-54										
		1.6												
228.3	D	WILMINGTON	75	C-52										
		6.7												
235.0	D	ELWOOD Y.	50	C-46	}	}	}	}				}		
		7.3												
242.3	DN	SOUTH JOLIET W.F.T.S.	...	C-38	4.15	**12.21**	11.21	1.03				A 2.55		
		1.3 C.R.I.&P.				1								
243.6	...	M.C. JOLIET A.T.&S.F.X.	...	C-37	4.20	12.24	11.24	1.08						
		1.4												
245.0	...	STATE PRISON	...	C-36	.....	.....	.....	.....				.....		
		2.9												
247.9	D	LOCKPORT	...	C-33	4.35	12.32	11.32	1.20						
		4.4												
252.3	...	ROMEO	79	C-29	.....	.....	.....	.....				.....		
		3.2												
255.5	D	LEMONT	...	C-25	4.55	12.45	11.45	1.35						
		3.7												
259.2	...	LAMBERT	83	C-21	5.05	12.52	11.52	1.45						
		4.1												
263.3	...	WILLOW SPRINGS	...	C-18	.....	.....	.....	.....				.....		
		4.4												
267.7	...	L.H.B. ARGO B.&O.C.T.X.	76	C-13	5.25	1.10	12.10	2.05						
		1.2												
268.9	D	SUMMIT	...	C-12	5.40	1.20	12.20	2.10						
		1.6												
270.5	DN	GLENN W.F.T.S.	...	C-10	A 5.55	A 1.30	A 12.30	A 2.30						
		2.4												
272.9	...	LE MOYNE B.R.C.X.	...	.....	.....	.....	.....	.....				.....		
		1.3												
274.2	...	CORWITH A.T.&S.F.X.	...	.....	.....	.....	.....	.....				.....		
		1.4												
275.6	...	C.J. BRIGHTON PARK Penna.X.	...	C-6	.....	.....	.....	.....				.....		
		B.&O. 2.6												
278.2	...	HALSTED STREET	...	C-2	.....	.....	.....	.....				.....		
		0.8												
279.0	...	FT. WAYNE JUNCTION	...	.....	.....	.....	.....	.....				.....		
		1.8												
280.8	DN	CHICAGO	...	C-0	.....	.....	.....	.....				.....		
					AM	PM	AM	AM				PM		AM
		Time over Sub-Division			4:45	3:45	3:45	4:15				2:10		
		Average speed per hour			24.5	31.0	31.0	27.5				16.2		

Speed as shown in special rule 12, and such other restrictions as may be in effect, will not be exceeded.

SOUTHWARD

Sub-Division No. 2

TIME TABLE No. 4

January 7, 1951

FIRST CLASS

Distance from Chicago			Passing Sidings Cap. 45 ft. Cars	Station Numbers	7 Daily AM	19 Daily AM	11 Daily Ex Sunday PM	1 Daily PM	3 Daily PM	5 Daily Ex Sunday PM	505 Sunday Only PM			
126.6	DN	BLOOMINGTON....W.F.S.Y.X.	...	C-126	L 2.20	L10.41	L12.35	L 1.53	L 6.57	L 8.10	L 9.35	.....	.....	.....
		C.C.C.&St.L. 5.6 N.Y.C.&St.L.												
132.2	D	.....SHIRLEY.....	98	C-132	2.27	10.47	s12.42	1.59	7.03	8.17	9.42	.....	.....	.....
		4.1												
136.3	...	.....FUNK'S GROVE.....	...	C-136	2.31	10.51	f12.48	2.03	7.07	8.21	9.46	.....	.....	.....
		4.6												
140.9	D	.....McLEAN.....	89	C-141	2.35	10.55	s12.53	2.07	7.11	8.25	9.50	.....	.....	.....
		4.9												
145.8	DN	.....ATLANTA.....Penna.X.	75	C-146	2.41	**10.59** 67	s 1.01	2.11	7.15	8.29	9.54	.....	.....	.....
		3.9												
149.7	...	.....LAWNDALE.....	...	C-150	.....	11.03	c 1.06	2.15	7.19	8.33	9.58	.....	.....	.....
		6.0												
155.7	DN	I.T.S.....ATHOL.....I.C.X.	...	C-155	2.48	11.08	1.13	2.20	7.24	8.38	10.03	.....	.....	.....
		0.7												
156.4	DN	.....LINCOLN.....I.C.X.	...	C-156	s 3.05	s11.10	s **1.18** 67	2.21	c 7.26	s 8.40	s10.05	.....	.....	.....
		2.6												
159.0	...	.....GRIGGS.....	83	C-159	3.10	11.13	1.22	.....	7.29	8.44	10.09	.....	.....	.....
		4.4												
163.4	D	.....BROADWELL.....	...	C-163	3.15	11.18	f 1.29	2.28	7.34	8.50	10.15	.....	.....	.....
		3.9												
167.3	D	.....ELKHART.....	...	C-167	3.19	11.22	s 1.37	2.32	7.38	8.54	10.19	.....	.....	.....
		5.7												
173.0	D	.....WILLIAMSVILLE.....	...	C-173	3.24	11.27	s 1.46	**2.37** 67	7.43	9.00	10.25	.....	.....	.....
		4.6												
177.6	...	.....SHERMAN.....	...	C-178	3.28	11.31	c 1.53	2.41	7.47	9.05	10.30	.....	.....	.....
		5.3												
182.9	DN	C.&I.M.....RIDGELY..W.F.S.Y.X.	...	C-183	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		2.2												
185.1	DN	B.&O.....SPRINGFIELD.....X.W.	...	C-185	s 4.05	s11.45	s 2.30	s 2.53	s 7.59	s 9.30	s10.55	.....	.....	.....
		2.2												
187.3	DN	.....ILES.....Wab.X.	81	C-187	4.11	11.51	2.38	2.59	8.05	9.36	11.01	.....	.....	.....
		3.8												
191.1	...	.....JUNOD.....	20	C-191	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		3.4												
194.5	D	.....CHATHAM.....	...	C-194	4.17	11.57	s 2.48	3.05	8.11	9.43	11.07	.....	.....	.....
		4.6												
199.1	...	.....LEFTON.....	50	C-199	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		1.5												
200.6	D	.....AUBURN...C.&I.M.X.Y.	...	C-200	4.22	12.02	s **3.20** 1	**3.10** 11	8.16	9.49	11.13	.....	.....	.....
		3.7												
204.3	...	.....THAYER.....	...	C-204	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		2.7												
207.0	D	.....VIRDEN.....	...	C-207	4.27	.....	s 3.27	.....	.....	9.55	11.18	.....	.....	.....
		3.8												
210.8	DN	.....GIRARD.....C.B.&Q.X.	86	C-211	4.31	12.11	s 3.32	3.19	8.25	9.59	11.23	.....	.....	.....
		3.7												
214.5	...	.....NILWOOD.....	...	C-214	4.35	.....	f 3.41	3.22	.....	10.03	11.27	.....	.....	.....
		5.2												
219.7	...	.....BIERD.....	...	C-220	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		4.1												
223.8	D	.....CARLINVILLE.....	76	C-224	s 5.10	c12.23	s 3.59	3.30	8.36	c10.12	c11.36	.....	.....	.....
		2.1												
225.9	...	.....RINAKER.....	...	C-226	5.15	12.25	**4.12** 6	3.32	8.38	10.14	11.38	.....	.....	.....
		3.8												
229.7	...	.....MACOUPIN.....	...	C-230	.....	.....	f 4.17	.....	.....	.....	.....	.....	.....	.....
		4.5												
234.2	...	.....PLAINVIEW.....	71	C-234	5.23	12.33	f 4.25	3.40	8.46	10.22	11.46	.....	.....	.....
		4.1												
238.3	D	.....SHIPMAN.....	...	C-238	.....	.....	s 4.32	.....	.....	10.26	11.50	.....	.....	.....
		4.9												
243.2	...	.....MILES.....	...	C-243	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		2.8												
246.0	DN	.....BRIGHTON....C.B.&Q.X.	...	C-246	5.33	12.43	s 4.45	3.50	8.56	10.34	11.58	.....	.....	.....
		6.1												
252.1	DN	.....GODFREY.....Y.W.	...	C-252	**5.39** 85	**12.49** 4	s **5.20** 18	3.56	9.02	10.42	12.05	.....	.....	.....
		2.4												
254.5	...	.....ALTON SUMMIT.....	...	C-254	Via CutOff	Via CutOff	Via CutOff	Via CutOff	Via CutOff	Via CutOff	Via CutOff	.....	.....	.....
		3.0												
257.5	...	C.C.C.&St.L.....ALTON.....W.F.X.	...	C-257								.....	.....	.....
.....	...	.....COLLEGE AVE.....Alton	...	.....	s 6.08	s12.55	s 5.30	s 4.03	s 9.07	s10.50	s12.14	.....	.....	.....
		2.9												
262.1	DN	.....WANN.....S.	...	C-259	6.18	1.00	5.35	4.08	9.12	10.55	**12.25** 8	.....	.....	.....
		0.8 Ill. Terminal												
262.9	...	.....NORTH WOOD RIVER....X.	...	C-260	.....	.....	c 5.38	.....	.....	.....	.....	.....	.....	.....
		12.0												
274.9	DN	.....GRANITE CITY.....	...	C-272	c 6.38	1.18	s 6.10	4.23	c 9.30	11.20	12.45	.....	.....	.....
		2.9												
278.0	DN	.....VENICE.....W.F.S.T.	...	C-275	Via Merchants' Terminal	Via Merchants' Terminal	f 6.17	Via Merchants' Terminal	Via Merchants' Terminal	Via Merchants' Terminal	Via Merchants' Terminal	.....	.....	.....
		2.0												
280.0	DN	.....BRIDGE JUNCTION.....X.	...	C-277			6.22					.....	.....	.....
		0.8												
280.8	...	.....RELAY DEPOT.....X.	...	C-278			s 6.45					.....	.....	.....
		3.26												
.....	DN	.....ST. LOUIS.....Y.W.F.	...	C-281	A 7.08 AM	A 1.45 PM	A 7.05 PM	A 4.55 PM	A10.00 PM	A11.55 PM	A 1.15 AM	.....	.....	.....
		Time over Sub-Division.....			4:48	3:04	6:30	3:02	3:03	3:45	3:40			
		Average speed per hour.....			32.8	50.3	23.7	51.9	51.6	41.1	42.0			

Speed as shown in special rule 12, and such other restrictions as may be in effect, will not be exceeded.

SOUTHWARD

Sub-Division No. 2

TIME TABLE No. 4

January 7, 1951

Distance from Chicago			Passing Sidings Cap. 45 ft. Cars	Station Numbers	SECOND CLASS								THIRD CLASS	
					85	93	83	91	89	97	95		67	
					Daily	Daily	Daily	Daily	Daily Ex Sunday	Daily	Daily		Mon. Wed. Fri.	
					AM	AM	AM	AM	AM	PM	PM		AM	
126.6	DN	BLOOMINGTON....W.F.S.Y.X. C.C.C.&St.L. N.Y.C.&St.L.	...	C-126	L 1.05	L **2.30**	L 4.30			L 2.30		.....	L 9.00	.....
		5.6				7								
132.2	D	.....SHIRLEY.....	98	C-132	1.18	2.40	4.50			2.39		.....	s 9.20	.....
		4.1												
136.3	...	.....FUNK'S GROVE.....	...	C-136	1.25	2.50	5.00			2.46		.....	s 9.35	.....
		4.6												
140.9	D	.....McLEAN.....	89	C-141	1.34	3.00	5.08			2.54		.....	s10.00	.....
		4.9												
145.8	DN	.....ATLANTA..... Penna.X.	75	C-146	1.43	3.09	5.18			3.03		.....	s **11.07**	.....
		3.9											19	
149.7	...	.....LAWNDALE.....	...	C-150	1.50	3.15	5.25			3.10		.....	s11.20	.....
		6.0												
155.7	DN	I.T.S.....ATHOL.....I.C.X.	...	C-155	2.00	3.26	5.35			3.20		.....	11.40	.....
		0.7												
156.4	DN	.....LINCOLN.....I.C.X.	...	C-156	2.02	3.28	5.42			3.22		.....	s **1.30**	.....
		2.6											11	
159.0	...	.....GRIGGS.....	83	C-159	2.07	3.33	5.55			3.27		.....	.....	.....
		4.4												
163.4	D	.....BROADWELL.....	...	C-163	2.17	3.42	6.10			3.35		.....	s 1.45	.....
		3.9												
167.3	D	.....ELKHART.....	...	C-167	2.25	3.50	6.20			3.42		.....	s 2.00	.....
		5.7												
173.0	D	.....WILLIAMSVILLE.....	...	C-173	2.35	4.01	6.30			3.52		.....	s **2.51**	.....
		4.6											1	
177.6	...	.....SHERMAN.....	...	C-178	2.43	4.08	6.40		L10.50	4.00		.....	s 3.00	.....
		5.3												
182.9	DN	C.&I.M.....RIDGELY..W.F.S.Y.X.	...	C-183	.....	5.00	.....		A11.10	5.00		.....	A 3.15	.....
		2.2												
185.1	DN	B.&O.....SPRINGFIELD.....X.W.	...	C-185	3.08	5.30	7.30		.....	5.45		.....	.....	.....
		2.2												
187.3	DN	.....ILES.....Wab.X.	81	C-187	3.15	A **6.20**	7.40		.....	A 6.20		.....	.....	.....
		3.8				94								
191.1	...	.....JUNOD.....	20	C-191	.....	.....	.....		.....	.....		.....	.....	.....
		3.4												
194.5	D	.....CHATHAM.....	...	C-194	3.28		8.00		.....	.....		.....	.....	.....
		4.6												
199.1	...	.....LEFTON.....	50	C-199	3.35		8.15		.....	.....		.....	.....	.....
		1.5												
200.6	D	.....AUBURN...C.&I.M.X.Y.	...	C-200	3.37		8.20		.....	.....		.....	.....	.....
		3.7												
204.3	...	.....THAYER.....	...	C-204	3.44		8.30		.....	.....		.....	.....	.....
		2.7												
207.0	D	.....VIRDEN.....	...	C-207	3.49		8.37		.....	.....		.....	.....	.....
		3.8												
210.8	DN	.....GIRARD.....C.B.&Q.X.	86	C-211	3.56		8.47		.....	.....		.....	.....	.....
		3.7												
214.5	...	.....NILWOOD.....	...	C-214	4.05		8.55		.....	.....		.....	.....	.....
		5.2												
219.7	...	.....BIERD.....	...	C-220	4.13		9.05		.....	.....		.....	.....	.....
		4.1												
223.8	D	.....CARLINVILLE.....	76	C-224	4.22		9.20		.....	.....		.....	.....	.....
		2.1												
225.9	...	.....RINAKER.....	...	C-226	4.27		9.30		.....	.....		.....	.....	.....
		3.8												
229.7	...	.....MACOUPIN.....	...	C-230	.....		.....		.....			.....	.....	.....
		4.5												
234.2	...	.....PLAINVIEW.....	71	C-234	4.44		**9.50**		.....			.....	.....	.....
		4.1					2							
238.3	D	.....SHIPMAN.....	...	C-238	4.55		10.00		.....			.....	.....	.....
		4.9												
243.2	...	.....MILES.....	...	C-243	.....		.....		.....			.....	.....	.....
		2.8												
246.0	DN	.....BRIGHTON....C.B.&Q.X.	...	C-246	5.13		10.20		.....			.....	.....	.....
		6.1												
252.1	DN	.....GODFREY.....Y.W.	...	C-252	**5.49**		10.35	L 6.40	.....		L 6.25	.....	.....	.....
		2.4			7									
254.5	...	.....ALTON SUMMIT.....	...	C-254	Via CutOff		Via CutOff	Via CutOff			Via CutOff		.....	.....
		3.0												
257.5	...	C.C.C.&St.L.....ALTON.....W.F.X.	...	C-257									.....	.....
.....	...	.....COLLEGE AVE..... Alton	...	.....	.....		.....	.....	.....		.....	.....	.....	.....
		2.9												
262.1	DN	.....WANN.....S.	...	C-259	6.28		10.55	7.00	.....		**6.40**	.....	.....	.....
		0.8 Ill. Terminal									82			
262.9	...	.....NORTH WOOD RIVER....X.	...	C-260	.....		.....	.....	.....		.....	.....	.....	.....
		12.0												
274.9	DN	.....GRANITE CITY.....	...	C-272	.....		.....	.....	.....		.....	.....	.....	.....
		2.9												
278.0	DN	.....VENICE.....W.F.S.T.	...	C-275	A 7.30		A12.00	A 8.10	.....		A 7.40	.....	.....	.....
		2.0												
280.0	DN	.....BRIDGE JUNCTION.....X.	...	C-277	.....		.....	.....	.....		.....	.....	.....	.....
		0.8												
280.8	...	.....RELAY DEPOT.....X.	...	C-278	.....		.....	.....	.....		.....	.....	.....	.....
		3.26												
.....	DN	.....ST. LOUIS.....Y.W.F.	...	C-281	.....		.....	.....	.....		.....	.....	.....	.....
					AM	AM	AM	AM	AM	PM	PM		PM	
		Time over Sub-Division.....			6:25	3:50	7:30	1:30	:20	3:50	1:15		6:15	
		Average speed per hour.....			23.6	15.8	20.2	15.4	15.9	15.8	20.7		9.0	

VIA PEORIA LINE

VIA GODFREY LINE

VIA AIR LINE

VIA AIR LINE

VIA GODFREY LINE

Speed as shown in special rule 12, and such other restrictions as may be in effect, will not be exceeded.

NORTHWARD

Distance from East St. Louis		Sub-Division No. 2 TIME TABLE No. 4 January 7, 1951	Passing Sidings Cap. 45 ft. Cars	Station Numbers	FIRST CLASS									
					8	24	524	12	2	4	6	18		
					Daily	Daily Ex Sunday	Sunday Only	Daily Ex Sunday	Daily	Daily	Daily	Daily		
					PM	AM	AM	AM	AM	AM	PM	PM		
.....	DN	ST. LOUIS Y.W.F.	...	C-281	L11.45	.....	.....	L 7.45	L 8.58	L11.55	L 2.45	L 4.30	.....	.....
		3.26												
.....	...	RELAY DEPOT X.	...	C-278	Via Merchants' Terminal	.....	.....	s 8.09	Via Merchants' Terminal	Via Merchants' Terminal	Via Merchants' Terminal	Via Merchants' Terminal	.....	.....
		0.8												
0.8	DN	BRIDGE JUNCTION X.	...	C-277		.....	.....	8.16					.....	.....
		2.0												
2.8	DN	VENICE W.F.S.T.	...	C-275		.....	.....	s 8.26					.....	.....
		3.1												
5.9	DN	GRANITE CITY	...	C-272	s12.12	.....	.....	s 8.32	9.20	12.17	3.12	c 4.52	.....	.....
		12.0												
17.9	...	NORTH WOOD RIVER X.	...	C-260	.....	.....	.....	s 8.45	.....	.....	.....	.....	.....	.....
		0.8 Ill. Terminal												
18.7	DN	WANN S.	...	C-259	**12.31**	.....	.....	8.47	9.34	12.32	3.26	5.06	.....	.....
		2.9			505									
.....	...	COLLEGE AVE. Alton	...	.....	s12.38	.....	.....	s 8.57	s 9.38	s12.37	s 3.32	s 5.10	.....	.....
		4.6												
23.3	...	C.C.C.&St.L. ALTON W.F.X.	...	C-257	Via {CutOff}	.....	.....	Via {CutOff}	Via {CutOff}	Via {CutOff}	Via {CutOff}	Via {CutOff}	.....	.....
		3.0												
26.3	...	ALTON SUMMIT	...	C-254		.....	.....						.....	.....
		2.4												
28.7	DN	GODFREY Y.W.	...	C-252	12.48	.....	.....	s**10.00**	**9.44**	**12.43**	3.42	**5.16**	.....	.....
		6.1						2	12	19		11		
34.8	DN	BRIGHTON C.B.&Q.X.	...	C-246	12.54	.....	.....	s10.15	9.50	12.50	3.49	5.22	.....	.....
		2.8												
37.6	...	MILES	...	C-243	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		4.9												
42.5	D	SHIPMAN	...	C-238	.....	.....	.....	s10.30	.....	.....	3.56	.....	.....	.....
		4.1												
46.6	...	PLAINVIEW	71	C-234	1.04	.....	.....	s10.38	**10.00**	1.01	4.01	5.32	.....	.....
		4.5							83					
51.1	...	MACOUPIN	...	C-230	.....	.....	.....	s10.44	.....	.....	.....	.....	.....	.....
		3.8												
54.9	...	RINAKER	71	C-226	1.12	.....	.....	10.52	10.08	1.10	**4.09**	5.40	.....	.....
		2.1									11			
57.0	D	CARLINVILLE	...	C-224	s 1.20	.....	.....	s10.58	10.10	f 1.12	s 4.12	5.42	.....	.....
		4.1												
61.1	...	BIERD	...	C-220	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		5.2												
66.3	...	NILWOOD	...	C-214	1.30	.....	.....	s11.10	10.18	1.21	4.22	5.50	.....	.....
		3.7												
70.0	DN	GIRARD C.B.&Q.X.	...	C-211	1.33	.....	.....	s11.18	10.21	1.24	4.25	5.53	.....	.....
		3.8												
73.8	D	VIRDEN	...	C-207	.....	.....	.....	s11.24	.....	.....	4.29	.....	.....	.....
		2.7												
76.5	...	THAYER	...	C-204	.....	.....	.....	s11.30	.....	.....	.....	.....	.....	.....
		3.7												
80.2	D	AUBURN C.&I.M.X.Y.	...	C-200	1.43	.....	.....	s11.38	10.30	1.33	4.34	6.02	.....	.....
		1.5												
81.7	...	LEFTON	...	C-199	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		4.6												
86.3	D	CHATHAM	...	C-194	1.48	.....	.....	s11.48	.....	.....	4.39	.....	.....	.....
		3.4												
89.7	...	JUNOD	...	C-191	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		3.8												
93.5	DN	ILES Wab.X.	...	C-187	1.55	.....	.....	12.01	10.41	1.44	4.46	6.13	.....	.....
		2.2												
95.7	DN	B.&O. SPRINGFIELD X.W.	...	C-185	s 2.20	L 5.00	L 5.00	A12.10	s10.48	s 1.54	s 5.05	s 6.21	.....	.....
		2.2												
97.9	DN	C.&I.M. RIDGELY W.F.Y.S.X.	...	C-183	.....	.....	.....	.....	.....	.....	.....	**6.24**	.....	.....
		5.3										92		
103.2	...	SHERMAN	...	C-178	2.29	5.12	5.12	.....	10.55	2.02	5.14	6.29	.....	.....
		4.6												
107.8	D	WILLIAMSVILLE	90	C-173	2.33	s 5.18	s 5.18	.....	10.59	2.06	5.19	6.33	.....	.....
		5.7												
113.5	D	ELKHART	...	C-167	2.38	f 5.25	f 5.25	.....	11.04	2.11	5.25	6.38	.....	.....
		3.9												
117.4	D	BROADWELL	87	C-163	2.42	f 5.30	f 5.30	.....	.....	2.15	5.29	6.42	.....	.....
		4.4												
121.8	...	GRIGGS	...	C-159	2.46	5.35	5.35	.....	.....	.....	5.33	.....	.....	.....
		2.6												
124.4	DN	LINCOLN I.C.X.	...	C-156	s 2.56	s 5.40	s 5.40	.....	c**11.14**	2.21	s 5.40	c 6.48	.....	.....
		0.7							66					
125.1	DN	I.T.S. ATHOL I.C.X.	140	C-155	3.00	5.42	5.42	.....	11.16	2.22	5.45	6.49	.....	.....
		6.0												
131.1	...	LAWNDALE	102	C-150	.....	f 5.49	f 5.49	.....	.....	.....	5.51	.....	.....	.....
		3.9												
135.0	DN	ATLANTA Penns.X.	...	C-146	3.10	s 5.55	s 5.55	.....	11.26	2.32	5.55	6.59	.....	.....
		4.9												
139.9	D	McLEAN	80	C-141	3.15	s 6.02	s 6.02	.....	11.31	2.36	6.00	7.03	.....	.....
		4.6												
144.5	...	FUNK'S GROVE	80	C-136	3.19	6.08	6.08	.....	11.35	2.40	6.05	7.07	.....	.....
		4.1												
148.6	D	SHIRLEY	...	C-132	3.24	f 6.13	f 6.13	.....	11.40	2.44	6.09	7.12	.....	.....
		5.6												
154.2	DN	BLOOMINGTON W.F.S.Y.X.	...	C-126	A 3.55	A 6.40	A 6.30	.....	A11.51	A 2.55	A 6.35	A 7.23	.....	.....
		C.C.C.&St.L. N.Y.C.&St.L.												
					AM	AM	AM	PM	AM	PM	PM	PM		
		Time over Sub-Division			4:10	1:40	1:30	4:25	2:53	3:00	3:50	2:53		
		Average speed per hour			37.8	35.11	39.0	21.7	54.6	52.5	41.0	54.6		

Speed as shown in special rule 12, and such other restrictions as may be in effect, will not be exceeded.

NORTHWARD

Distance from East St. Louis		Sub-Division No. 2 TIME TABLE No. 4 January 7, 1951	Passing Sidings Cap. 45 ft. Cars	Station Numbers	SECOND CLASS								THIRD CLASS	
					94	88	84	90	92	82	96		66	
					Daily	Daily Ex Sunday	Daily	Daily	Daily	Daily	Daily		Tues. Thur. Sat.	
					AM	PM	PM	PM	PM	PM	AM		AM	
.....	DN	ST. LOUIS ..... Y.W.F.	...	C-281										
		3.26												
.....	...	RELAY DEPOT ..... X.	...	C-278										
		0.8												
0.8	DN	BRIDGE JUNCTION ..... X.	...	C-277										
		2.0												
2.8	DN	VENICE ..... W.F.S.T.	...	C-275			L12.30	L 1.15		L 6.00	L 2.40			
		3.1												
5.9	DN	GRANITE CITY	...	C-272										
		12.0												
17.9	...	NORTH WOOD RIVER .... X.	...	C-260										
		0.8 Ill. Terminal												
18.7	DN	WANN ..... S.	...	C-259			1.20	1.55		**6.45** 95	3.15			
		2.9												
.....	...	COLLEGE AVE. ..... Alton	...	.....										
		4.6												
23.3	...	C.C.C.&St.L. ..... ALTON ..... W.F.X.	...	C-257			Via CutOff	Via CutOff		Via CutOff	Via CutOff			
26.3	...	ALTON SUMMIT	...	C-254										
		2.4												
28.7	DN	GODFREY ..... Y.W.	...	C-252			1.40	A 2.30		7.00	A 3.35			
		6.1												
34.8	DN	BRIGHTON .... C.B.&Q. X.	...	C-246			1.50			7.19				
		2.8												
37.6	...	MILES	...	C-243										
		4.9												
42.5	D	SHIPMAN	...	C-238						7.32				
		4.1												
46.6	...	PLAINVIEW	71	C-234			2.10			7.45				
		4.5												
51.1	...	MACOUPIN	...	C-230										
		3.8												
54.9	...	RINAKER	71	C-226			2.30			8.00				
		2.1												
57.0	D	CARLINVILLE	...	C-224						8.06				
		4.1												
61.1	...	BIERD	...	C-220										
		5.2												
66.3	...	NILWOOD	...	C-214						8.20				
		3.7												
70.0	DN	GIRARD ..... C.B.&Q. X.	...	C-211			2.56			8.26				
		3.8												
73.8	D	VIRDEN	...	C-207						8.34				
		2.7												
76.5	...	THAYER	...	C-204										
		3.7												
80.2	D	AUBURN ... C.&I.M. X.Y.	...	C-200			3.11			8.44				
		1.5												
81.7	...	LEFTON	...	C-199										
		4.6												
86.3	D	CHATHAM	...	C-194						8.54				
		3.4												
89.7	...	JUNOD	...	C-191										
		3.8												
93.5	DN	ILES ..... Wab. X.	...	C-187	L **6.20** 93		3.38		L 6.00	9.04				
		2.2												
95.7	DN	B.&O. ..... SPRINGFIELD ..... X.W.	...	C-185	.....	.....	3.45		.....	9.12				
		2.2												
97.9	DN	C.&I.M. ..... RIDGELY .. W.F.Y.S.X.	...	C-183	6.35	L12.10	.....		**6.34** 18	.....			L 9.00	
		5.3												
103.2	...	SHERMAN	...	C-178	6.50	A12.30	4.05		6.44	9.54			s 9.15	
		4.6												
107.8	D	WILLIAMSVILLE	90	C-173	6.58		.....		6.51	10.02			s 9.30	
		5.7												
113.5	D	ELKHART	...	C-167	7.08		4.23		6.59	10.12			s 9.50	
		3.9												
117.4	D	BROADWELL	87	C-163	7.15		.....		7.04	10.19			s10.05	
		4.4												
121.8	...	GRIGGS	...	C-159	7.22		.....		7.10	10.26			10.30	
		2.6												
124.4	DN	LINCOLN ..... I.C.X.	...	C-156	7.25		.....		7.14	10.30			s**12.00**	
		0.7											2	
125.1	DN	I.T.S. ..... ATHOL ..... I.C.X.	140	C-155	7.26		4.45		7.15	10.31			s12.10	
		6.0												
131.1	...	LAWNDALE	102	C-150	.....		.....		.....	10.41			s12.30	
		3.9												
135.0	DN	ATLANTA ..... Penns. X.	...	C-146	7.46		5.03		7.30	11.00			s 1.00	
		4.9												
139.9	D	McLEAN	80	C-141	7.56		.....		.....	11.10			s 1.30	
		4.6												
144.5	...	FUNK'S GROVE	80	C-136	8.06		.....		7.45	11.20			s 2.00	
		4.1												
148.6	D	SHIRLEY	...	C-132	8.16		.....		.....	11.30			s 2.30	
		5.6												
154.2	DN	....BLOOMINGTON .... W.F.S.Y.X.	...	C-126	A 8.30		A 5.50		A 8.00	A11.45			A 2.45	
		C.C.C.&St.L. N.Y.C.&St.L.												
					AM	PM	PM	PM	PM	PM	AM		PM	
		Time over Sub-Division			2:10	:20	5:20	1:15	2:00	5:45	:55		5:45	
		Average speed per hour			28.0	15.9	28.3	20.7	30.0	26.6	28.2		9.7	

VIA AIR LINE

VIA PEORIA LINE

VIA GODFREY LINE

VIA AIR LINE

VIA GODFREY LINE

Speed as shown in special rule 12, and such other restrictions as may be in effect, will not be exceeded.

NORTHWARD

Distance from Washington		Sub-Division No. 3 TIME TABLE No. 4 January 7, 1951	Passing Sidings Cap. 45 ft. Cars	Station Numbers	THIRD CLASS 60 Tues. Thur. Sat. AM	
.....	D	....WASHINGTON....T.P.&W.X.	...	CB-70	L 8.30	.....
		6.5				
6.05	D	.....METAMORA.....	...	CB-63	s 8.50	.....
		4.4				
10.9	...	.....CAZENOVIA.....	...	CB-59	s 9.05	.....
		1.8				
12.7	D	.....LOW POINT.....	...	CB-57	s 9.15	.....
		3.3				
16.0	D	.....WASHBURN.....	...	CB-54	s 9.30	.....
		5.3				
21.3	D	.....LA ROSE.....	...	CB-48	s 9.40	.....
		4.0				
25.3	D	.....VARNA.....Y.	...	CB-44	s10.00	.....
		3.7				
29.0	...	.....CUSTER.....	...	CB-41	s10.10	.....
		2.7				
31.7	...	.....EVANS.....	...	CB-38	s10.15	.....
		3.0				
3.47	D	.....WENONA.....I.C.X.	...	CB-35	s10.30	.....
		5.4				
40.1	...	.....GARFIELD.....	...	CB-30	s10.50	.....
		3.2				
43.3	...	.....MUNSTER.....	...	CB-26	s11.00	.....
		4.2				
47.5	D	C.B.&Q.....STREATOR...N.Y.C.X.	38	CB-22	s11.35	.....
		2.3 A.T.&S.F.				
49.8	...	.....N. Y. C. CROSSING....X.	...	.....	.....	.....
		1.3				
51.1	...	.....SMITHDALE.....	...	CB-19	12.00	.....
		4.6				
55.7	D	.....BLACKSTONE.....	47	CB-14	s12.20	.....
		7.3				
63.0	...	.....NEVADA.....	...	CB-7	s12.45	.....
		6.6				
69.6	DN	.....DWIGHT.....Y.W.	...	CB-0	A 1.15	.....
					PM	
		Time over Sub-Division.....			4:45	
		Average speed per hour.....			14.2	

SOUTHWARD

Distance from Dwight		Sub-Division No. 3 TIME TABLE No. 4 January 7, 1951	Passing Sidings Cap. 45 ft. Cars	Station Numbers	THIRD CLASS 61 Mon. Wed. Fri. AM	
.....	DN	.....DWIGHT.....Y.W.	...	CB-0	L 8.30	.....
		6.6				
6.6	...	.....NEVADA.....	...	CB-7	s 8.50	.....
		7.3				
13.9	D	.....BLACKSTONE.....	47	CB-14	s 9.10	.....
		4.6				
18.5	...	.....SMITHDALE.....	...	CB-19	9.25	.....
		1.3				
19.8	...	.....N. Y. C. CROSSING....X.	...	.....	.....	.....
		2.3 A.T.&S.F.				
22.1	D	C.B.&Q.....STREATOR...N.Y.C.X.	38	CB-22	s10.20	.....
		4.2				
26.3	...	.....MUNSTER.....	...	CB-26	s10.30	.....
		3.2				
29.5	...	.....GARFIELD.....	...	CB-30	s10.40	.....
		5.4				
34.9	D	.....WENONA.....I.C.X.	...	CB-35	s11.05	.....
		3.0				
37.9	...	.....EVANS.....	...	CB-38	s11.15	.....
		2.7				
40.6	...	.....CUSTER.....	...	CB-41	s11.22	.....
		3.7				
44.3	D	.....VARNA.....Y.	...	CB-44	s11.30	.....
		4.0				
48.3	D	.....LA ROSE.....	...	CB-48	s12.00	.....
		5.3				
53.6	D	.....WASHBURN.....	...	CB-54	s12.20	.....
		3.3				
56.9	D	.....LOW POINT.....	...	CB-57	s12.30	.....
		1.8				
58.7	...	.....CAZENOVIA.....	...	CB-59	s12.40	.....
		4.4				
63.1	D	.....METAMORA.....	...	CB-63	s12.55	.....
		6.5				
69.6	D	....WASHINGTON....T.P.&W.X.	...	CB-70	A 1.30	.....
					PM	
		Time over Sub-Division.....			5:00	
		Average speed per hour.....			13.9	

Passenger trains will not exceed a speed of 30 miles per hour.
Speed as shown in special rule 12, and such other restrictions as may be in effect, will not be exceeded.

NORTHWARD

Distance from Lacon		Sub-Division No. 3 TIME TABLE No. 4 January 7, 1951	Station Numbers		
.....	D	.....LACON.....	CD-10	.....	.....
		5.5			
5.5	...	.....HELD.....	CD-5	.....	.....
		4.5			
10.0	D	.....VARNA.....Y.	CB-44	.....	.....

SOUTHWARD

Distance from Varna		Sub-Division No. 3 TIME TABLE No. 4 January 7, 1951	Station Numbers		
.....	D	.....VARNA.....Y.	CB-44	.....	.....
		4.5			
4.5	...	.....HELD.....	CD-5	.....	.....
		5.5			
10.0	D	.....LACON.....	CD-10	.....	.....

NORTHWARD

Distance from Mazonia		Sub-Division No. 1 TIME TABLE No. 4 January 7, 1951	Passing Sidings Cap. 45 ft. Cars	Station Numbers	FIRST CLASS			SECOND CLASS					THIRD CLASS	
					2	6		80	82	94	92		62	
					Daily	Daily		Daily	Daily	Daily	Daily		Daily Ex Sunday	
					PM	PM		AM	AM	AM	PM		PM	
.....	...	MAZONIA	...	CA-26	L12.51	L 7.51	.....	L12.08	L 3.20	L11.38	L10.38	.....	L 1.10	.....
		4.8			1									
4.8	D	COAL CITY	...	CA-21	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		1.4												
6.2	DN	PEQUOT	73	CA-20	12.57	7.58	.....	12.28	3.40	11.49	10.49	.....	s 1.35	.....
		4.4												
10.6	...	LORENZO	67	CA-15	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		2.5*												
13.1	...	BLODGETT	...	CA-13	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		2.1												
15.2	...	DRUMMOND	17	CA-11	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		2.1												
17.3	...	MILLSDALE	...	CA-9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		5.0												
22.3	DN	PLAINES	...	CA-4	1.12	8.14	.....	12.50	4.05	12.16	11.16	.....	2.35	.....
		2.5												
24.8	DN	SOUTH JOLIET..W.F.T.S.	...	CA-1	1.15	c 8.20	.....	1.03	4.15	12.21	11.21	.....	A 2.55	.....
		1.3												
26.1	D	JOLIET.....X.	...	CA-0	Ac 1.19	A 8.27	.....	A 1.08	A 4.20	A12.24	A11.24	.....	.....	.....
					PM	PM		AM	AM	PM	PM		PM	
		Time over Sub-Division			:28	:36		1:00	1:00	:46	:46		1:45	
		Average speed per hour			56.0	43.5		26.1	26.1	34.0	34.0		14.1	

Speed as shown in special rule 12, and such other restrictions as may be in effect, will not be exceeded.

SOUTHWARD

Distance from Joliet		Sub-Division No. 1 TIME TABLE No. 4 January 7, 1951	Passing Sidings Cap. 45 ft. Cars	Station Numbers	FIRST CLASS			SECOND CLASS						
								97	85	93	83			
								Daily	Daily	Daily	Daily			
								AM	PM	PM	PM			
.....	D	JOLIET.....X.	...	CA-0	.....	.....	.....	L10.55	L 9.15	L10.05	L11.35	.....	.....	.....
		1.3												
1.3	DN	SOUTH JOLIET..W.F.T.S.	...	CA-1	.....	.....	.....	11.00	9.20	10.10	11.50	.....	.....	.....
		2.5												
3.8	DN	PLAINES	...	CA-4	.....	.....	.....	11.05	9.25	10.15	11.55	.....	.....	.....
		5.0												
8.8	...	MILLSDALE	...	CA-9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		2.1												
10.9	...	DRUMMOND	17	CA-11	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		2.1												
13.0	...	BLODGETT	...	CA-13	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		2.5												
15.5	...	LORENZO	67	CA-15	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		4.4												
19.9	DN	PEQUOT	...	CA-20	.....	.....	.....	11.30	10.00	10.55	12.35	.....	.....	.....
		1.4												
21.3	D	COAL CITY	...	CA-21	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		4.8												
26.1	...	MAZONIA	...	CA-26	.....	.....	.....	A11.45	A10.25	A11.15	A 1.00	.....	.....	.....
								AM	PM	PM	AM			
		Time over Sub-Division						:50	1:10	1:10	1:25			
		Average speed per hour						31.4	22.3	22.3	18.4			

Speed as shown in special rule 12, and such other restrictions as may be in effect, will not be exceeded.

NORTHWARD

Distance from Sherman		Sub-Division No. 4 TIME TABLE No. 4 January 7, 1951	Passing Sidings Cap. 45 ft. Cars	Station Numbers	SECOND CLASS 88 Daily Ex Sunday	SECOND CLASS 180 Daily
					PM	AM
.....	...	.....SHERMAN.....	...	CE-58	L 12.30	.....
		3.3				
3.3	...	.....ELLIS.....	...	CE-53	.....	.....
		1.0				
4.3	...	.....VAN WOOD.....	...	CE-52	.....	.....
		2.6				
6.0	D	.....FANCY PRAIRIE.....	...	CE-49	s 12.45	.....
		3.6				
10.5	...	.....CROFT.....	...	CE-45	.....	.....
		3.3				
13.8	D	.....MIDDLETOWN.....	...	CE-42	s 1.00	.....
		6.1				
19.9	...	.....NEW HOLLAND...I.C.X.	...	CE-36	s 1.15	.....
		4.3				
24.2	...	.....HARNESS.....	...	CE-32	.....	.....
		3.7				
27.9	...	.....P. & N. JUNCTION....Y.	...	.....	s 1.45	L 3.50
		0.4				
28.3	D	.....SAN JOSE.....	54	CE-27	.....	.....
		3.4				
31.7	...	.....WINKEL.....	...	CE-24	.....	.....
		4.0				
35.7	...	.....GREEN VALLEY...I.C.X.	...	CE-20	s 2.05	4.10
		5.1				
40.8	...	.....SOUTH PEKIN.....	...	CE-14	.....	.....
		6.1				
46.9	DN	A.T.&St.F....PEKIN...C.C.C.&St.L.X.	80	CE-9	s 2.50	4.35
		3.8				
50.7	...	.....GROVE.....	...	CE-7	3.05	4.55
		5.0				
55.7	DN	.....PEORIA...Y.W.F.S.	...	CE-0	A 3.30	A 5.30
					PM	AM
		Time over Sub-Division.....			3:00	1:40
		Average speed per hour.....			18.6	16.2

SOUTHWARD

Distance from Peoria		Sub-Division No. 4 TIME TABLE No. 4 January 7, 1951	Passing Sidings Cap. 45 ft. Cars	Station Numbers	SECOND CLASS 185 Daily	SECOND CLASS 89 Daily Ex Sunday
					PM	AM
.....	DN	.....PEORIA...Y.W.F.S.	...	CE-0	L 8.30	L 8.00
		5.0				
5.0	...	.....GROVE.....	...	CE-7	8.45	8.10
		3.8				
8.8	DN	A.T.&St.F....PEKIN...C.C.C.&St.L.X.	80	CE-9	9.00	9.00
		6.1				
14.9	...	.....SOUTH PEKIN.....	...	CE-14	.....	.....
		5.1				
20.0	...	.....GREEN VALLEY...I.C.X.	...	CE-20	9.30	9.35
		4.0				
24.0	...	.....WINKEL.....	...	CE-24	.....	.....
		3.0				
27.0	...	.....P. & N. JUNCTION....Y.	...	.....	A 9.45	9.50
		0.4				
27.4	D	.....SAN JOSE.....	54	CE-27	.....	.....
		4.1				
31.5	...	.....HARNESS.....	...	CE-32	.....	.....
		4.3				
35.8	...	.....NEW HOLLAND...I.C.X.	...	CE-36	.....	10.10
		6.1				
41.9	D	.....MIDDLETOWN.....	...	CE-42	.....	10.22
		3.3				
45.2	...	.....CROFT.....	...	CE-45	.....	.....
		3.6				
48.8	D	.....FANCY PRAIRIE.....	...	CE-49	.....	10.35
		2.6				
51.4	...	.....VAN WOOD.....	...	CE-52	.....	.....
		1.0				
52.4	...	.....ELLIS.....	...	CE-53	.....	.....
		3.3				
55.7	...	.....SHERMAN.....	...	CE-58	.....	A 10.50
					PM	AM
		Time over Sub-Division.....			1:15	2:50
		Average speed per hour.....			21.9	19.7

Passenger trains will not exceed a speed of 30 miles per hour.
Speed as shown in special rule 12, and such other restrictions as may be in effect, will not be exceeded.

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′	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

B. V. Bodie, Superintendent.....Bloomington, Ill.
S. G. Thomason, Superintendent Terminals....East St. Louis
R. F. Jeter, Superintendent Terminals.....Chicago
C. J. Pennebaker, Trainmaster.....Bloomington, Ill.
F. E. Wall, Assistant Trainmaster.....Bloomington, Ill.
J. R. Callans, Assistant Trainmaster.....Joliet, Ill.
T. J. Nevin, Chief Dispatcher.....Bloomington, Ill.
L. L. Blakeman, Night Chief Dispatcher.....Bloomington, Ill.
E. D. Mills, Dispatcher.....Bloomington, Ill.
J. A. Jones, Dispatcher.....Bloomington, Ill.
E. D. Lakin, Dispatcher.....Bloomington, Ill.
F. E. Pfeiffer, Dispatcher.....Bloomington, Ill.
W. F. Sparrow, Dispatcher.....Bloomington, Ill.
H. R. Stockum, Dispatcher.....Bloomington, Ill.
W. J. Oney, Jr., Relief Dispatcher.....Bloomington, Ill.
J. V. Montague, Relief Dispatcher.....Bloomington, Ill.
J. N. Sanders, General Road Foreman Engines Meridian, Miss.
J. J. Siegfreid, Road Foreman Engines.....Bloomington, Ill.
J. W. Tennill, Road Foreman Engines.....Roodhouse, Ill.
J. L. Batts, Div. Claim Agent.....Bloomington, Ill.
Bloomington to Chicago, and Dwight Branch
B. A. Sturdevant, Div. Claim Agent.....Springfield, Ill.
Bloomington to St. Louis, and P. & N. Line

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

1. The movement of trains will be supervised by A. T. & S. F. train dispatcher, who will issue instructions as may be required.

Train dispatcher must be notified of any known conditions that will delay train or prevent it from making usual speed, or reason for any unusual delay encountered.

Except as affected by the following rules, all block signal and train rules of the G. M. & O. Company remain in force.

2. Two Main Tracks, designated as Eastward and Westward Tracks, and Automatic Block System, between Plaines and Pequot.

Trains must keep to the right, unless otherwise provided, and will run with the current of traffic by block signals whose indications will supersede the superiority of trains.

Movement against the current of traffic must be controlled by train order.

Trains moving against the current of traffic must approach interlockings and facing point spring switches prepared to stop, unless track is clear, switches are properly lined and signals indicate "Proceed." Movement around curves where view is obscured must be made at restricted speed and one extra long and short blast of engine whistle sounded frequently.

Trains must not use nor foul other main track until permission is received, after which train must be fully protected.

3. Trains will register: Westward, by leaving register ticket at Plaines; Eastward, leaving register ticket at Pequot.

4. 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 same line.

5. **RESTRICTED SPEED.** A speed that will permit stopping short of another train, obstruction, or switch not properly lined, but not exceeding fifteen miles per hour.

TWO OR MORE TRACKS. Two or more main tracks upon any of which the current of traffic may be in either specified direction.

6. When going out to flag, flagman must take with him not less than 8 torpedoes and 6 fusees

Fusees will be used in addition to other signals for protecting trains, or in any manner which any particular emergency may demand.

A train finding a fusee burning on or near its track must stop and extinguish it or wait until it has burned out. The train may then proceed prepared to stop short of train, obstruction or switch not properly lined, for one mile.

The explosion of two torpedoes is a signal to proceed prepared to stop short of train, obstruction or switch not properly lined, for one mile. The explosion of one torpedo will indicate the same as two, but the use of two is required. The explosion of torpedoes must be acknowledged by two short blasts of engine whistle.

Torpedoes will be placed two rail lengths apart on engineman's side of track to be protected.

7. At meeting or passing points the employee attending the switch must not unlock derail or main track 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.

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

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

8. Spring switches will be designated by the letter "S" painted on the switch stand.

West end westward siding and west end connection G. M. & O. to A. T. & S. F. at Plaines, equipped with spring switch.

Trains or engines moving against the points of spring switches must not exceed twenty-five miles per hour.

Passenger trains must not exceed twenty-five miles per hour and freight trains twenty miles per hour when trailing through spring switches.

Trailing movements through spring switches must not be reversed until switch has been properly lined.

If signal protecting facing point movement over a spring switch is in stop position, examine switch points to see that they are properly closed.

If necessary to spike a spring switch it must be protected and train dispatcher notified.

Sand must not be used or center blow-off cocks operated over spring switches.

9. Plaines and Pequot are interlocking stations.

Hand signals must not be given which conflict with interlocking signals, except when signals of an interlocking at an open station cannot be operated, and a train or an engine is to be moved through an interlocking, operator may give permission verbally or by proceed signal with a yellow light or flag. In such cases, member of crew must precede train or engine and examine each interlocking switch and derail affecting such movement.

After flagging over interlocking within automatic signal limits, trains or engines may proceed at restricted speed and be governed by next block signal in advance.

Trains or engines stopped by the operator in making movement through an interlocking, must not move in either direction until they have received proper signal from him.

At an interlocking station, the home interlocking signal may be used as a train order signal, a red flag by day or a red light by night, so placed at interlocking station that it can be seen from approaching train, will indicate to the enginemen and trainmen that there are train orders.

The engineman will acknowledge the display of signals as above indicated, by two short blasts of the whistle.

The operator will then clear interlocking signal and train may proceed to interlocking station, but not beyond, until released by clearance card.

Sand must not be used, or water allowed to run over movable parts of an interlocking. Violations must be reported to Trainmaster.

If necessary to change any route for which the signals have been cleared for an approaching train or engine, switches must not be changed or signals cleared for any conflicting route until the train or engine for which signals were first cleared has stopped and given Signal (c).

Following whistle signals will be used at interlocking stations:
(a) Extra long—main track
(b) Long, short, long—siding
(c) Short, extra long, short—notify operator cannot take signal.

10. **BLOCK SIGNALS:**

Aspect	Name	Indication
Red with number plate	Stop and Proceed	Stop, then proceed at once at restricted speed.
Yellow with number plate	Approach	Proceed prepared to stop at next signal; if exceeding medium speed immediately reduce to that speed.
Yellow over yellow	Advance	Proceed: approach next signal not exceeding 40 MPH for passenger or 30 MPH for freight trains.
Green	Clear	Proceed.
Red without number plate	Stop	Stop.
Yellow without number plate	Approach-restricting	Proceed prepared to enter turnout or to stop short of train or obstruction.

Trains may run to, but not beyond, a signal indicating stop, except as otherwise provided. If train or engine overruns a stop signal the fact must be reported to Trainmaster.

Trainmen and enginemen will, when practicable, observe whether signals passed by their trains or engines assume proper indication.

When a train or engine passes a signal which fails to assume its most restrictive indication, it will proceed at restricted speed to the end of that block with rear end protected by flagman until entire train has passed out of that block.

11. The headlight will be displayed to the front of every train by night. It must be extinguished when a train turns out to meet another train and has stopped clear of main track.

It must be dimmed while standing to meet a train at a junction or at end of two or more tracks and may be dimmed when approaching a train in the opposite direction.

Standard headlight of diesel powered trains will be displayed dim to front by day when in motion on main track.

12. **MAXIMUM AUTHORIZED SPEED:**

Maximum speed where not otherwise restricted, passenger trains 75 MPH, freight trains 50 MPH.

Speed of light engines moving forward 40 MPH, moving backward light or with cars, 25 MPH.

Trains handling wrecking outfits, derricks, steam shovels, clam shells, ditchers, pile drivers, spreaders and similar machinery moving on their own running gear 24 MPH.

Passenger trains 25 MPH, freight trains 20 MPH through crossover from G. M. & O. to A. T. & S. F. at Plaines, and from A. T. & S. F. to G. M. & O. at Pequot.

All other main track turnouts and crossovers, 15 MPH.

Temporary signals, yellow flag, disc or light, will be displayed not less than one mile in advance of locations where speed of trains must be reduced. When so displayed, trains must not exceed fifteen miles per hour, unless otherwise directed by train order or special instructions, until rear of train has passed a temporary resume speed signal, green flag, disc or light, which indicates the end of the reduced speed area.

Permanent signs, yellow with numerals, will be located not less than 2500 feet in advance of locations where speed of train must be reduced. The numerals thereon nearest the track, or those at the top of the sign, indicate the maximum speed for passenger trains, and other numerals the maximum speed for freight trains. Indicated speeds must not be exceeded until rear of train has passed a permanent green resume speed sign. There may be more than one yellow sign in advance of a green sign, in which case the reduced speed shown on each yellow sign must be observed in succession until rear of train has passed the green sign.

13. Phones are located as follows:
Near MP 43, box on pole between tracks.
West end Switzers' curve, near MP 44.
Near MP 45, box on pole between tracks.
Millsdale, in booth.
Near MP 47, 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 west switch, westward siding.
Wilmington Mine Wye Switches. Dell Abbey switch. Box on pole.

DON'T GET HURT

SAFETY PRECAUTIONS

Bear in mind that Eternal Vigilance is the price of SAFETY and that SAFETY must have first consideration in the operation of this property.

Rules are the result of past experiences. A wise man does not pit his judgment against them. Observe all rules and be safe.

The time to prevent an accident is before it occurs.

Conductors and engineers! be sure you understand your orders. Read them twice, and check Nos. against clearance.

Don't fail to ring bell or blow whistle at dangerous places.

Don't stand on end of a car without having a secure hold.

Don't sit on brake wheels of cars.

Don't stand close to pole when poling cars.

Don't go between cars to make a coupling.

Don't attempt to adjust couplers on moving cars.

Don't kick drawbars or open them with the feet.

Don't walk on frogs, switches, guard rails or interlocking machinery or connections.

Don't cut air in too abruptly; use sufficient time and avoid sticking brakes.

Avoid coupling to or going against standing engines on or around inspection pit tracks, until assured no one is working on or about them.

When using jacks under rails, place outside if possible.

Loose ties and rails should be kept six feet back from the track to give brakemen sufficient clearance.

Remove motor cars from track when they are not in use.

Stand back at a safe distance when cars pass to avoid being struck by protruding objects.

Agents and operators should note condition of trains as they pass their stations. This denotes efficiency.

Handle telephone receivers, during lightning storm, in such a manner as not to cause contact with any metallic substance.

Employees must not ride on the forward footboard of yard engines on long moves or transfers in yard and are forbidden to ride on pilots of locomotives between stations.