

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

TRAIN DISPATCHERS—SHOPTON, IA.

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

G. W. SEARS, Trainmaster..... Corwith, Ill.
 F. A. BEAUCHAMP, Trainmaster..... Corwith, Ill.
 D. E. SKINNER, Trainmaster..... Corwith, Ill.
 R. L. WOOD, Asst. Trainmaster..... Chicago, Ill.

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

AVOID DAMAGE — SWITCH CUSTOMERS CARS CAREFULLY

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

Speed	SAFE COUPLING SPEED
4 miles per hour <input type="checkbox"/>	Damage Begins
5 miles per hour <input type="checkbox"/>	2½ times as damaging as 4 MPH
6 miles per hour <input type="checkbox"/>	3 times as damaging as 4 MPH
7 miles per hour <input type="checkbox"/>	4 times as damaging as 4 MPH
8 miles per hour <input type="checkbox"/>	5 times as damaging as 4 MPH
9 miles per hour <input type="checkbox"/>	6 times as damaging as 4 MPH
10 miles per hour <input type="checkbox"/>	

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

HANDLE FREIGHT CAREFULLY AND KEEP OUR CUSTOMERS.

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

SPEED TABLE

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

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

The Atchison, Topeka and Santa Fe Railway Co.

EASTERN LINES
Eastern District

ILLINOIS DIVISION

TIME TABLE NO.

8

IN EFFECT

Sunday, December 6, 1959

At 12:01 A. M.

Central Standard Time

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

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

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

R. J. YOST,
Superintendent,
Shopton, Iowa

R. H. ADAMS,
Superintendent,
Chicago, Illinois

F. L. ELTERMAN,
Superintendent,
Argentine, Kansas

WESTWARD First Class							TIME TABLE No. 8 December 6, 1959	Ruling Grade Ascending	Turn Tables and Wyes	Siding Capacity 50 ft. Per Car
7	9	17	15	1	123	19				
Fast Mail-Express	Kansas City Chief	Super Chief-El Capitan	Texas Chief	San Francisco Chief	The Grand Canyon	The Chief				
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	STATIONS			
PM 11.55 AM 12.01	PM 10.00	PM 6.30	PM 6.00	PM 3.15	AM 11.00	AM 9.10	CHICAGO YL			
12.01	10.05	6.35	6.05	3.20	11.05	9.15	C. & W. I. Jct. 1.3	0	T	
12.08	10.12	6.42	6.12	3.27	11.12	9.21	Stewart Ave. Crossing 0.1	79.2		
							Panhandle Crossing 3.0	26.4		
							I.N. Crossing 1.5	35.8		
							CORWITH YL		Y	
12.11	10.16	6.45	6.15	3.30	11.15	9.25	Chicago Belt Crossing 5.5	0		
							NERSKA YL	0		
12.16	10.21	6.51	6.21	3.36	11.23	9.30	McCook 3.4	0		E 126 W 78
							B. & O. C. T. Crossing 4.6	0		E 190 W 78
12.21	10.25	6.56	6.26	3.41	11.29	9.35	WILLOW SPRINGS 7.7	0		
12.29	10.33	7.04	6.34	3.49	11.38	9.42	LEMONT 4.2	0		
12.34	10.38	7.09	6.39	3.54	11.42	9.46	ROME 3.4	0		W 71
12.37	10.42	7.12	6.42	3.57	11.46	9.49	LOCKPORT 3.6	10.6		
							JOLIET YARD YL 1.3	10.6	T	
12.45	10.50	7.20	6.50	4.05	11.55	9.55	JOLIET U. S. YL 4.0	0		
12.49	10.55	7.24	6.54	4.09	12.01	9.59	C. R. I. & P. Crossing 6.6	15.8		W 98
							PLAINES 4.6	6.1		E 56 W 89
12.58	11.05	7.33	7.03	4.18	12.11	10.08	LORENZO 4.4	9.1		
1.02	11.09	7.37	7.07	4.22	12.15	10.12	PEQUOT 1.0	8.7		
	11.12						COAL CITY 7.9	10.2		
							MAZON 4.7	15.8		E 102 W 103
1.12	11.24	7.47	7.17	4.32	12.26	10.22	VERONA 4.0	13.7		
							KINSMAN 5.0	15.8		E 25
							RANSOM 4.6	0		E 14
1.22	11.34	7.57	7.27	4.42	12.38	10.32	KERNAN 5.2	0		
1.30	11.50	8.05	7.35	4.50	12.50	10.40	STREATOR YL 0.2	0	T	
							GM&O & NYC Crs'g 0.4	0		
							Wabash Crossing 3.7	0		
							MOON 1.9	0		
1.37	11.59	8.12	7.42	4.57	12.58	10.47	ANCONA 6.3	15.8		
	AM 12.15	8.22	7.52	5.07	1.10	10.57	LEEDS 7.8	26.4		W 87
							TOLUCA 6.0	0		
							LA ROSE 4.9	0		
1.55	12.25	8.31	8.01	5.16	1.20	11.06	WILBERN 9.1	26.4		
2.05	12.45	8.40	8.10	5.25	1.30	11.15	CHILLICOTHE YL		T	
AM	AM	PM	PM	PM	PM	AM				
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(129.8)			
59.9	46.8	59.9	59.9	59.9	51.9	62.3	Average speed per hour			

SIGNAL SYSTEM ONE IN EFFECT:

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

SIGNAL SYSTEM TWO IN EFFECT:

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

RULE 251 IN EFFECT:

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

RULE 261 IN EFFECT:

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

Other than provided in Rule 502, trains must secure numbered clearance cards before leaving originating stations, except from Pekin District at Ancona.

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

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

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

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

FIRST DISTRICT

Communications	Mile Post	Ruling Grade Ascending	TIME TABLE No. 8 December 6, 1959	EASTWARD First Class						
				8	20	16	18	2	124	12
				Fast Mail-Express	The Chief	Texas Chief	Super Chief-El Capitan	San Francisco Chief	The Grand Canyon	The Chicagoan
			STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
C		0	CHICAGO YL	AM 4.00	AM 7.15	AM 9.00	PM 1.30	PM 2.00	PM 5.30	PM 8.00
	1.3	79.2	C. & W. I. Jct.	3.55	7.10	8.55	1.25	1.55	5.25	7.55
	1.4	26.4	Stewart Ave. Crossing							
	4.4	0	Panhandle Crossing	3.38	6.57	8.44	1.14	1.44	5.12	7.44
C	5.9	0	I.N. Crossing							
			CORWITH YL							
C	7.3	0	Chicago Belt Crossing.	3.34	6.53	8.40	1.10	1.40	5.08	7.40
			NERSKA YL							
C	12.8	0	McC <small>OOK</small>	3.26	6.44	8.32	1.02	1.32	4.58	7.32
			B. & O. C. T. Crossing							
C	17.4	0	WILLOW SPRINGS	3.20	6.39	8.26	12.56	1.27	4.51	7.27
			7.7							
C	25.1	13.7	LEMONT	3.12	6.30	8.18	12.48	1.19	4.42	7.19
			4.2							
B	29.3	10.6	ROMEO	3.06	6.24	8.12	12.42	1.14	4.33	7.14
			3.4							
C	32.7	10.6	LOCKPORT	3.02	6.19	8.08	12.38	1.11	4.29	7.11
			3.5							
C	36.2	10.6	JOLIET YARD. YL							
			1.3							
C	37.5	15.8	JOLIET U. S. YL	2.55	6.10	8.00	12.30	1.05	4.20	7.05
			C.R.I.&P. Crossing							
C	41.5	14.5	PLAINES	2.47	6.02	7.52	12.24	12.57	4.07	6.57
			4.0							
	48.2	9.9	DRUMMOND							
			4.6							
B	52.8	0	LORENZO	2.35	5.50	7.40	12.12	12.47	3.56	6.47
			4.4							
C	57.2	0	PEQUOT	2.30	5.46	7.35	12.08	12.43	3.52	6.43
			1.0				PM			
C	58.2	4.7	COAL CITY			s 7.32			s 3.49	
			7.9							
C	66.1	0	MAZON						s 3.37	
			4.7							
C	70.8	0	VERONA	2.18	5.34	7.23	11.57	12.33	s 3.30	6.33
			4.0							
B	74.8	0	KINSMAN						f	
			5.0							
C	79.8	15.8	RANSOM						f	
			4.6							
B	84.4	15.8	KERNAN	2.06	5.22	7.11	11.45	12.21	f 3.08	6.21
			5.2							
C	89.6	10.1	STREATOR YL	s 2.00	s 5.15	s 7.05	11.40	12.15	s 3.00	s 6.15
			0.2							
	89.8	0	GM&O & NYC Crs'g.							
			0.4							
B	90.2	0	Wabash Crossing							
			3.7							
B	93.9	0	MOON							
			1.9							
B	95.8	0	ANCONA	1.51	5.05	6.56	11.30	12.06	s 2.44	6.06
			6.3					PM		
B	102.1	21.1	LEEDS						f	
			7.8							
C	109.9	25.2	TOLUCA	1.40	4.54	6.45	11.19	11.55	s 2.28	5.55
			6.0							
C	116.0	26.4	LA ROSE						f	
			4.9							
B	120.9	26.4	WILBERN	1.30	4.44	6.35	11.09	11.45	f 2.10	5.45
			9.1							
C	130.0		CHILlicothe YL	1.20	4.35	6.25	11.00	11.35	2.00	5.35
				AM	AM	AM	AM	AM	PM	PM
			(129.8)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
			Average speed per hour	48.7	48.7	50.2	51.9	53.7	37.0	53.7

SIGNAL SYSTEM ONE IN EFFECT:

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

SIGNAL SYSTEM TWO IN EFFECT:

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

RULE 251 IN EFFECT:

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

RULE 261 IN EFFECT:

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

Other than provided in Rule 502, trains must secure numbered clearance cards before leaving originating stations, except First Class Trains at Chillicothe and eastward trains from Pekin District at Ancona. Proceed indication on home signal, Pekin District, at Ancona authorizes an extra east on First District.

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

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

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

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

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

4 ILLINOIS DIVISION

SECOND DISTRICT

**SIGNAL SYSTEM
ONE IN EFFECT:**

Chillicothe to Interlocking E. Ft. Madison except Interlocking E. Galesburg.

**SIGNAL SYSTEM
TWO IN EFFECT:**

Interlocking E. Galesburg and Interlockings E. Ft. Madison to Shopton.

RULE 251 IN EFFECT:

Interlocked crossovers E. Galesburg to Interlocked crossovers G. I. Tower.

RULE 261 IN EFFECT:

On Main Tracks Chillicothe to Interlocked crossovers E. Galesburg and Interlocked crossovers G. I. Tower to Shopton.

Between Interlocking East End Shopton Yard and Shopton Yard Office, trains and engines using main tracks will operate at Restricted Speed, but protection must be provided in accordance with Rule 99.

Other than provided in Rule 502, trains must secure numbered clearance cards before leaving originating stations, except First Class Trains at Chillicothe.

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

WESTWARD							TIME TABLE No. 8 December 6, 1959	Rolling Grade Ascending	Turn Tables and Wyes	Siding Capacity 50 ft. Per Car
First Class										
17	15	1	123	19	7	9				
Super Chief-El Capitan	Texas Chief	San Francisco Chief	The Grand Canyon	The Chief	Fast Mail-Express	Kansas City Chief				
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	STATIONS			
PM 8.40	PM 8.10	PM 5.25	PM 1.30	AM 11.15	AM 2.10	AM 12.45	CHILICOTHE YL 8.0	58.1	T	
8.49	8.19	5.34	1.40	11.24	2.20	12.55	EDELSTEIN 6.2	31.7		W 74
							C.R.I. & P. Crossing 0.4	0		
							PRINCEVILLE 3.6	31.7		
8.57	8.27	5.42	1.48	11.32	2.28	1.03	MONICA 5.2	0		
							C. B. & Q. Crossing 4.9	13.5		E 73 W 110
9.05	8.35	5.50	1.56	11.40	2.36	1.11	LAURA	0		
							WILLIAMSFIELD 4.9	0		
							DAHINDA 2.7	8.4		
							APPLETON 5.3	26.5		
9.18	8.47	6.02	2.08	11.52	2.49	1.23	KNOX 2.5	31.7		
							E. GALESBURG 3.7	31.7		
9.25 s	8.55	6.10 s	2.20 s	11.59	2.55 s	1.35	GALESBURG YL 2.5	21.9	Y	
							G.I. TOWER YL 6.0	21.9		E 137 W 138
9.34	9.04	6.18	2.30	12.07 PM	3.03	1.45	CAMERON 4.2	28.2		
							NEMO 1.7	0		E 102 W 84
9.39	9.09	6.23	2.35	12.12	3.08	1.49	ORMONDE 5.2	0		
							PONEMAH 4.4	23.2		
9.47	9.17	6.30	2.42	12.19	3.16	1.56	SMITHSHIRE 3.1	12.1		
							MEDIA 4.3	13.5		
9.53	9.23	6.36	2.50	12.25	3.22	2.04	STRONGHURST 3.6	26.1		E 77 W 173
							DECORRA 6.4	0		
10.02	9.31	6.44	3.00	12.33	3.30	2.14	LOMAX 5.9	10.6		W 106
							DALLAS CITY 1.8	0		
							PONTOOSUC 4.3	0		
10.13	9.42	6.54	3.12	12.43	3.40	2.26	E. FT. MADISON 1.8	21.1		E 67
s 10.20 s	s 9.50 s	s 7.00 s	s 3.30 s	s 12.50 s	s 3.55 s	s 2.45	FORT MADISON YL 1.7	0		
s 10.25 PM	s 9.55 PM	s 7.05 PM	s 3.35 PM	s 12.55 PM	s 4.00 AM	s 2.50 AM	SHOPTON YL		TY	
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(104.3)			
59.6	59.6	62.6	50.1	62.6	56.9	50.1	Average speed per hour			

SECOND DISTRICT

Communications	Mile Post	Railing Grade Ascending	TIME TABLE No. 8 December 6, 1959	EASTWARD						
				First Class						
				20	16	18	2	124	12	8
				The Chief	Texas Chief	Super Chief-El Capitan	San Francisco Chief	The Grand Canyon	The Chicagoan	Fast Mail-Express
				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
				AM	AM	AM	AM	PM	PM	AM
C	130.0		CHILlicothe YL	s 4.35	s 6.25	11.00	11.35	s 2.00	s 5.35	s 1.20
			8.0							
C	138.1	31.7	EDELSTEIN	4.25	6.15	10.51	11.25	f 1.45	5.25	1.05
			6.2							
	144.3	31.7	C.R.I.&P. Crossing							
			0.4							
C	144.7	21.8	PRINCEVILLE					f		
			3.6							
	148.3	23.2	MONICA							
			C.B.&Q. Crossing							
			5.2							
C	153.5	31.7	LAURA	4.15	6.07	10.42	11.17	f 1.29	5.17	12.55
			4.9							
	158.4	19.3	WILLIAMSFIELD							
			4.9							
C	163.3	31.7	DAHINDA	4.05	5.59	10.34	11.09	f 1.13	5.09	12.46
			2.7							
	166.0	0	APPLETON					f		
			5.3							
B	171.2	0	KNOX							
			2.5							
B	173.7	0	E. GALESBURG	3.50	5.45	10.20	10.55	12.56	4.55	12.31
			3.7							
C	177.5	15.3	GALESBURG YL	s 3.45	s 5.40	10.15	10.50	s 12.50	s 4.50	s 12.25
			2.5							
	180.0	7.4	G. I. TOWER YL							
			6.0							
C	186.0	7.4	CAMERON	3.37	5.31	10.07	10.41	f 12.32	4.41	12.13
			4.2							
C	190.2	5.7	NEMO					f		
			1.7							
C	191.9	31.3	ORMONDE	3.32	5.26	10.02	10.36	f 12.25	4.36	12.09
			5.2							
B	197.1	31.2	PONEMAH					f		
			4.4							
C	201.5	12.1	SMITHSHIRE	3.24	5.18	9.54	10.28	f 12.12	4.28	12.01
			3.1							AM
C	204.6	31.7	MEDIA					f		
			4.3							
C	208.9	31.2	STRONGHURST	3.18	5.12	9.48	10.22	f 12.01	4.22	11.54
			3.6					PM		
B	212.5	20.4	DECORRA							
			6.4							
C	218.9	31.7	LOMAX	3.09	5.03	9.39	10.13	f 11.47	4.13	11.45
			5.9							
C	224.8	18.0	DALLAS CITY					f		
			1.8							
	226.6	10.7	PONTOOSUC							
			4.3							
C	230.9	23.9	E. FT. MADISON	2.58	4.53	9.28	10.03	f 11.30	4.03	11.34
			1.8							
C	232.9	0	FORT MADISON YL	s 2.55	s 4.50	s 9.25	s 10.00	s 11.25	s 4.00	s 11.30
			1.7							
C	234.6	0	SHOPTON YL	2.50	4.45	9.20	9.55	11.20	3.55	11.20
				AM	AM	AM	AM	AM	PM	PM
			(104.3)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
			Average speed per hour	59.6	62.6	62.6	62.6	39.1	62.6	62.1

SIGNAL SYSTEM ONE IN EFFECT:

E. Ft. Madison to Chillicothe, except Interlockings E. Ft. Madison and E. Galesburg.

SIGNAL SYSTEM TWO IN EFFECT:

Shopton to and including Interlocking E. Ft. Madison and Interlocking E. Galesburg.

RULE 251 IN EFFECT:

Interlocked crossovers G. I. Tower to Interlocked crossovers E. Galesburg.

RULE 261 IN EFFECT:

On Main Tracks Shopton to Interlocked Crossovers G. I. Tower, and Interlocked crossovers E. Galesburg to Chillicothe.

Between Shopton Yard Office and Interlocking East End Shopton Yard, trains and engines using main tracks will operate at Restricted Speed, but protection must be provided in accordance with Rule 99.

Other than provided in Rule 502, trains must secure numbered clearance cards before leaving originating stations. First Class Trains must secure numbered clearance cards at Fort Madison.

**SIGNAL SYSTEM
TWO IN EFFECT:**

Shopton to Marceline.

RULE 251 IN EFFECT:

Interlocked crossovers M. P. 246.2 to Marceline.

RULE 261 IN EFFECT:

On Main Tracks Shopton to Interlocked crossovers, M.P. 246.2.

Between Interlocking East End Shopton Yard and Shopton Yard Office, trains and engines using main tracks will operate at Restricted Speed, but protection must be provided in accordance with Rule 99.

Other than provided in Rule 502, trains must secure numbered clearance cards before leaving originating stations, except westward first class trains at Shopton receiving same at Fort Madison. Copies of clearance cards and train orders received at Fort Madison will be delivered Engineman by Conductor at Shopton.

WESTWARD First Class							TIME TABLE No. 8 December 6, 1959	Rolling Grade Ascending	Turn Tables and Wyes	Siding Capacity 50 Ft. Per Car
17	15	1	123	19	7	9				
Super Chief-El Capitan	Texas Chief	San Francisco Chief	The Grand Canyon	The Chief	Fast Mail-Express	Kansas City Chief	STATIONS			
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
PM 10.30	PM 10.00	PM 7.10	PM 3.40	PM 1.00	AM 4.05	AM 2.55	TCS SHOPTON YL 8.8	40.3	TY	
10.44	10.13	7.24	f 3.55	1.13	4.19	3.09	NEW BOSTON 4.4	42.2		
			s 4.09							
10.57	10.28	7.38	f 4.17	1.27	4.34	3.25	ARGYLE 8.0	42.2		E 39
			s 4.29							
11.10	10.40	7.50	s 4.36	1.38	4.47	3.39	REVERE 6.6	42.2		W 30
			s 4.43							
11.21	10.50	8.00	s 4.55	1.49	4.59	3.52	C.B. & Q. Crossing MEDILL 9.0	42.2		E149 W133
11.28	10.57	8.07	s 5.07	1.56	5.06	4.01				
11.39	s11.10	8.17	s 5.25	s 2.10	s 5.20	s 4.20	WYACONDA 5.3	17.5		W121
			s 5.38							
11.52	11.25	8.30	s 5.47	2.24	5.37	4.37	GORIN 4.9	42.2		W 75
AM 12.05	11.38	8.43	s 6.03	2.37	5.52	4.51				
12.10 AM	11.45 PM	8.48 PM	s 6.15 PM	s 2.45 PM	6.00 AM	s 5.00 AM	RUTLEDGE 8.1	42.2		E 62
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				
66.0	63.7	68.3	43.2	63.7	58.2	53.5	BARING 9.3	39.3		E179 W155
							HURDLAND 6.4	42.2		E 90
							GIBBS 6.2	42.2		E114 W162
							LA PLATA 5.5	27.3		E 71
							CARDY 4.6	0		E 48
							ELMER 6.7	42.2		E 151
							ETHEL 6.6	42.2		E 53
							HART 5.2	42.2		E 73
							BUCKLIN 5.9	31.0		Y
							MARCELINE YL			
							(111.5)			
							Average speed per hour			

THIRD DISTRICT

Communications	Mile Post	Ruling Grade Ascending	TIME TABLE No. 8 December 6, 1959	EASTWARD First Class							
				20	16	18	2	124	12	8	
				The Chief	Texas Chief	Super Chief-El Capitan	San Francisco Chief	The Grand Canyon	The Chicagoan	Fast Mail-Express	
			STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
C	234.6	15.4	SHOPTON YL 8.8	s 2.45	s 4.40	s 9.15	s 9.50	s 11.15	s 3.50	s 11.10	
B	243.4	36.9	NEW BOSTON 4.4	2.30	4.25	9.00	9.38	10.56	3.35	10.55	
B	248.0	42.2	ARGYLE 8.0								
B	256.0	42.2	REVERE 6.6	2.16	4.11	8.47	9.26	f 10.42	3.23	10.42	
B	263.1	42.2	C.B. & O. Crossing MEDILL 9.0	2.10	4.05	8.41	9.21	f 10.34	3.17	10.36	
C	272.3	42.2	WYACONDA 5.3					s 10.22			
C	277.6	41.7	GORIN 4.9	1.57	3.54	8.30	9.10	s 10.14	3.06	10.25	
B	282.6	42.2	RUTLEDGE 8.1					f			
C	290.7	32.4	BARING 9.3	1.45	3.44	8.21	9.01	s 9.57	2.57	10.15	
B	300.1	42.2	HURLAND 6.4	1.37	3.36	8.14	8.54	9.45	2.50	10.07	
B	306.4	23.1	GIBBS 6.2								
C	312.7	25.4	LA PLATA 5.5	1.26	s 3.25	8.04	8.44	s 9.33	s 2.40	s 9.55	
B	318.2	42.2	CARDY 4.6								
C	322.9	0	ELMER 6.7					s 9.20			
C	329.7	42.2	ETHEL 6.6	1.10	3.08	7.48	8.28	s 9.12	2.23	9.38	
B	336.3	42.2	HART 5.2								
C	341.5	42.2	BUCKLIN 5.9					s 8.58			
C	347.3		MARCELINE YL	12.50 AM	2.50 AM	7.30 AM	8.10 AM	8.50 AM	2.05 PM	9.20 PM	
			(111.5)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
			Average speed per hour	58.2	60.8	63.7	66.9	46.1	63.7	60.8	

SIGNAL SYSTEM
TWO IN EFFECT:

Marceline to Shopton.

RULE 251 IN EFFECT:

Marceline to Interlocked crossovers, M.P. 246.2.

RULE 261 IN EFFECT:

On Main Tracks Interlocked crossovers M. P. 246.2 to Shopton.

Between Shopton Yard Office and Interlocking East End Shopton Yard, trains and engines using main tracks will operate at Restricted Speed, but protection must be provided in accordance with Rule 99.

Other than provided in Rule 502, trains must secure numbered clearance cards before leaving originating stations, except First Class Trains at Marceline.

SIGNAL SYSTEM TWO IN EFFECT:

Marceline to Sheffield.

RULE 251 IN EFFECT:

Marceline to Congo, except track No. 3 and on gantlet track, Bridge, M.P. 425.0—426.0.

RULE 261 IN EFFECT:

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

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

Between Hardin and C.A. Jct. north track designated main track No. 2 upon which the current of traffic is westward; track immediately south thereof designated main track No. 1 upon which the current of traffic is eastward; and the south track is designated main track No. 3 upon which trains have no time table superiority and operation thereon must be authorized by train order with numbered clearance card, manual block rules govern.

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

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

Between K.C.T. Tower 3 and Turner, two south tracks are main tracks upon which Rule 261 and Signal System Two are in effect.

WESTWARD							TIME TABLE No. 8 December 6, 1959	Rating Grade Ascending	Turn Tables and Wyes	Siding Capacity 50 ft. Per Car
First Class										
15	1	123	19	7	9	17				
Texas Chief	San Francisco Chief	The Grand Canyon	The Chief	Fast Mail-Express	Kansas City Chief	Super Chief-El Capitan				
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
PM 11.45	PM 8.48	PM 6.15	PM 2.45	AM 6.00	AM 5.00	AM 12.10				
		s 6.22								
11.56	8.58	s 6.30	2.57	6.12	5.13	12.21				
- AM -		f								
12.06	9.08	s 6.43	3.07	6.23	5.24	12.31				
		s 7.00			s 5.37					
12.17	9.18	7.02	3.19	6.35	5.39	12.42				
12.23	9.24	f 7.13	3.26	6.43	5.46	12.48				
12.30	9.31	s 7.24	3.33	6.50	5.53	12.55				
12.35	9.36	s 7.33	3.38	6.55	s 6.00	1.00				
		f								
12.41	9.42	7.43	3.44	7.01	6.07	1.06				
		f								
12.51	9.52	f 7.57	3.55	7.12	6.17	1.16				
		f								
1.00	10.01	8.08	4.03	7.21	6.26	1.25				
1.09	10.10	8.20	4.12	7.31	6.35	1.34				
1.13	10.14	8.25	4.16	7.35	6.39	1.38				
s 1.30 AM	s 10.30 PM	s 8.50 PM	s 4.35 PM	s 7.55 AM	s 7.00 AM	s 1.55 AM				
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				
59.3	61.1	40.9	56.6	54.2	51.9	59.3				

STATIONS		Rating Grade	Turn Tables and Wyes	Siding Capacity
MARCELINE	7.2	0	Y	
ROTHVILLE	6.1	13.7		E 69 W 74
MENDON	7.4	12.7		E 74 W 78
DEAN LAKE	6.2	26.4		
BOSWORTH	12.2	26.4		E 131 W 150
CARROLLTON	2.2	0		E 130 W 73
W. B. JCT.	8.0	3.7		
NORBORNE	8.8	4.8		E 56 W 113
HARDIN	5.9	4.2		E 104
HENRIETTA	5.6	8.4	Y	E 235 W 136
CAMDEN	1.3	14.2		
C.A. JCT.	3.5	13.2		
FLOYD	5.0	26.4		E 91
SIBLEY	7.2	6.7		W 40
ATHERTON	2.6	9.7		E 119 W 132
ETON	2.8	9.4		
COURTNEY	3.2	9.4		W 77
SUGAR CREEK YL	1.7	4.9		E 62
CONGO	1.7	25.7		
K.C.S. Crossing	0.4	14.8		
SHEFFIELD YL	4.8	43.9		
KANSAS CITY Union Station				
(103.8)				
Average speed per hour				

Communications	Mile Post	Rolling Grade Ascending	TIME TABLE No. 8 December 6, 1959	EASTWARD						
				First Class						
				16	18	2	124	12	8	20
				Texas Chief	Super Chief-El Capitan	San Francisco Chief	The Grand Canyon	The Chicagoan	Fast Mail-Express	The Chief
			STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
C	347.3	42.2	MARCELINE YL 7.2	AM 2.50	AM 7.30	AM 8.10	s AM 8.50	PM 2.05	PM 9.20	AM 12.50
B	354.6	8.9	ROTHVILLE 6.1	2.42	7.23	8.02	f 8.36	1.57	9.10	12.41
C	360.7	14.2	MENDON 7.4	2.37	7.18	7.57	f 8.30	1.52	9.05	12.36
B	368.1	0	DEAN LAKE 6.2							
C	374.3	26.4	BOSWORTH 12.2	2.27	7.08	7.47	s 8.17	1.42	8.54	12.25
C	386.4	0	CARROLLTON 2.2				s 8.03			
C	388.7	0	W.B. JCT. 8.0	2.16	6.56	7.36	7.59	1.31	8.40	12.11
C	396.6	6.3	NORBORNE 8.8	2.10	6.50	7.30	f 7.50	1.25	8.32	12.03 AM
C	405.4	0	HARDIN 5.9	2.03	6.43	7.23	f 7.38	1.18	8.25	11.55
C	411.3	6.6	HENRIETTA 5.6	1.58	6.38	7.18	s 7.29	1.13	8.20	11.50
B	416.9	0	CAMDEN 1.3				f			
C	418.2	26.4	C.A. JCT. 3.5	1.52	6.32	7.12	7.18	1.07	8.14	11.44
C	421.7	0	FLOYD 5.0				f			
B	426.7	26.4	SIBLEY 7.2	1.42	6.21	7.02	f 7.07	12.57	8.03	11.33
C	434.0	0	ATHERTON 2.6				f			
C	436.5	7.0	ETON 2.8	1.33	6.12	6.53	6.58	12.48	7.54	11.24
C	439.4	0	COURTNEY 3.2							
C	442.6	0	SUGAR CREEK YL 1.7				f			
	444.2	42.2	CONGO 1.7	1.24	6.04	6.44	6.49	12.39	7.45	11.15
	445.9	0	K.C.S. Crossing 0.4							
	446.4	48.5	SHEFFIELD YL 4.8	1.20	6.00	6.40	6.45	12.35	7.40	11.10
C	451.1		KANSAS CITY Union Station	1 10 AM	5 50 AM	6.30 AM	6 35 AM	12 25 PM	7.30 PM	11 00 PM
			(103.8)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
			Average speed per hour	62.3	62.3	62.3	46.1	62.3	56.6	56.6

SIGNAL SYSTEM TWO IN EFFECT:

Sheffield to Marceline.

RULE 251 IN EFFECT:

Congo to Marceline, except track No. 3 and on gantlet track, Bridge, M.P. 426.0—425.0.

RULE 261 IN EFFECT:

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

Trains must secure numbered clearance cards before leaving originating stations.

Between C.A. Jct. and Hardin north track designated main track No. 2 upon which the current of traffic is westward; track immediately south thereof designated main track No. 1 upon which the current of traffic is eastward; and the south track is designated main track No. 3 upon which trains have no time table superiority and operation thereon must be authorized by train order with numbered clearance card, manual block rules govern.

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

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

Between Turner and K.C.T. Tower 3, two south tracks are main tracks upon which Rule 261 and Signal System Two are in effect.

WEST- WARD	Second Class	Turn Tables and Wyes	Ruling Grade Ascending	TIME TABLE No. 8 December 6, 1959			Ruling Grade Ascending	Mile Post	Communications	EAST- WARD	Siding Capacity 60 ft. Per Car
47	Way Freight			Leave Daily Ex. Sun.	STATIONS	Way Freight				Arrive Daily Ex. Sun.	
AM 6.50									PM 1.00		
6.55			0	ANCONA 2.7	0		2.5	B	12.40		
7.05			15.3	LONG POINT 4.6	0		7.1	C	12.20	20	
			31.7	DANA 5.8	0		12.9				
7.30			0	I.C. Crossing 0.1	0		13.0	C	12.01	19	
7.45			23.8	MINONK 6.0	13.2		19.0	C	PM 11.20	14	
			0	BENSON 5.5	32.7		24.5	C	11.00	16	
8.00			41.2	ROANOKE 6.2	47.5		30.7		10.15		
8.15			0	STREATOR JCT. 0.4	0		31.1	C	10.10	44	
8.20			47.5	EUREKA 5.6	26.4		36.7		9.45		
8.40			26.4	PEKIN JCT. 1.3	0		38.0	C	9.40	17	
8.45			31.7	WASHINGTON 3.0	31.7		41.0		9.25	7	
9.00			31.7	COOPER 2.4	52.8		43.4		9.10		
9.10 ⁴⁸			0	CRANDALL N.Y.C. & St.L. Crossing 2.3	29.0		45.7	C	9.00	18	
9.40			0	MORTON 0.1	0		45.8				
			42.2	P.R.R. and I.T. Crossing 3.6	0		49.4		8.20	30	
10.10			0	GROVELAND 7.4	81.8		56.8	C	8.03	73	
10.35	T		0	EAST YARDS YL G. M. & O. Crossing 0.9	82.9		57.7	C	8.00 AM		
10.45 AM				PEKIN YL							
Arrive Daily Ex. Sun.				(57.9)					Leave Daily Ex. Sun.		
14.8				Average speed per hour					11.6		

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

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

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

No switch lights on Pekin District.

Sliding Capacity 50 ft. Per Car	WESTWARD				Turn Tables and Wyes	Ruling Grade Ascending	TIME TABLE No. 8 December 6, 1959	Ruling Grade Ascending	Mile Post	Communications	EASTWARD			
	Second Class			First Class							First Class	Second Class		
	71	75	43	5							6	76	72	44
	C.G.W.Ry. Freight 42	C.G.W.Ry. Time Freight 92	Mixed	C.G.W.Ry. Passenger 6							C.G.W.Ry. Passenger 5	C.G.W.Ry. Time Freight 41	C.G.W.Ry. Freight 43	Mixed
	Leave Daily	Leave Daily	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.							Arrive Daily Ex. Sun.	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun.
			AM 7.00		Y									PM 8.05
21			s 8.00			69.2		0		C				f 7.53
			f 9.05			47.7		57.4	6.1	C				f 7.11
						60.2		58.6	24.8					
			s 9.40			62.3		58.1	35.7					f 6.47
26			s10.20			61.2		61.1	43.8	C				f 6.28
			s10.45			52.8		60.0	52.9					f 6.09
						59.3		0	62.0					
	PM 9.15	AM 10.40	11.20	AM 12.51		59.5		60.5	65.2	B	PM 12.05	AM 2.30	PM 12.30	5.42
						0		36.6	71.6					
						0		48.8	72.1					
						0		0	72.3					
	9.45 PM	11.05 AM	s 11.45 AM	1.08 AM		0		0	72.4					
	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.					72.8	C	11.47 AM	1.50 AM	11.55 AM	5 20 PM
	15.2	18.2	15.3	26.1							Leave Daily Ex. Sun.	Leave Daily	Leave Daily	Leave Daily Ex. Sun.
							Average speed per hour				25.3	11.4	13.0	23.6

SIGNAL SYSTEM TWO IN EFFECT:

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

RULE 261 IN EFFECT:

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

Trains must secure numbered clearance cards before leaving originating stations, except westward C.G.W. trains at B.C. Jct.

Maximum authorized speed 15 MPH within interlocking limits B.C. Jct.

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

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

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

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

No. 43 is superior to No. 44.

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

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

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

Shopton	First Class
Eton	Eastward First Class

3.

4. JUNCTION SWITCHES (Rule 98(C))

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

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

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

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

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

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

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

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

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

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

6. ASPECTS AND INDICATIONS OF SIGNALS NOT CONFORMING TO SIGNAL SYSTEMS ONE OR TWO. (Rule 312).

CHICAGO—STEWART AVE. INTERLOCKING
EASTWARD WITH CURRENT OF TRAFFIC

A.T.&S.F. Track—First signal west of crossing
Red over Red—Stop
Red over Yellow—Proceed to next signal

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

EASTWARD AGAINST CURRENT OF TRAFFIC
A.T.&S.F.—I.C. Tracks—First signal west of crossing
Red—Stop
Yellow—Proceed to coach yard and other routes

EASTWARD WITH CURRENT OF TRAFFIC
A.T.&S.F.—I.C. Tracks—First signal east of crossing
Red over Red over Red—Stop
Yellow over Red over Red—To I.C. Track
Red over Yellow over Red—To C.&W.I. track
Red over Red over Yellow—To coach yard and other routes

6. ASPECTS AND INDICATIONS OF SIGNALS NOT CONFORMING TO SIGNAL SYSTEMS ONE OR TWO. (Rule 312)—(Cont'd)

CHICAGO—INTERLOCKING M.P. 3.1

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

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

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

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

PLAINES—EASTWARD HOME SIGNAL
Green, white light below Proceed per Rule 233
Yellow, white light below Proceed per Rule 286
Red Stop per Rule 292

M.P. 43.2—EASTWARD AUTOMATIC SIGNAL A-8
Green, white light left Proceed per Rule 282
Yellow, white light above Proceed per Rule 285
Red Stop per Rule 291
Other than red, no white light Proceed per Rule 285

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

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

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

7.

8. AUTOMATIC TRAIN CONTROL
Maximum authorized speeds for cab signal indications are:

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

Should the control cut in while approaching train control territory from the east or the Pekin District, seal may be broken by Conductor and pneumatic feature cut out, reporting by wire from first open office. A westward train may then proceed to Pequot, where seal will be delivered to Operator, train control equipment cut in and sealed, and test made before entering train control territory. Should test show train control inoperative, secure train order authority to proceed. If movement from Pekin District beyond Ancona not authorized before arrival Ancona, Conductor call Operator at Streator and be governed by verbal instructions which must be repeated. On arrival Streator, deliver seal to Operator.

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

9. On First and Second Districts between Chicago and Shopton, and on Third District between Shopton and Interlocked Crossovers M.P. 246.2, a section may pass another section without exchanging train orders, signals and numbers.

10.

SPECIAL RULES

11. RAILROAD CROSSINGS AT GRADE AND DRAWBRIDGES

STATION	MILE POST LOCATION	TYPE	Maximum Speed MPH	
			Passenger	Freight and Mixed
FIRST DISTRICT				
Chicago-Stewart Ave.	1.4	Interlocking	20	20
Chicago-Drawbridge	3.1	Interlocking	20	15
Chicago-Panhandle	4.4	Interlocking	20	20
Corwith	5.9	Interlocking	79	60
Nerska	7.3	Interlocking	79	60
McCook	12.8	Interlocking	79	60
Joliet, U.S.	37.5	Interlocking	15	15
Streator	89.8	Interlocking	20	20
Streator	90.2	Interlocking	20	20
SECOND DISTRICT				
Princeville	144.3	Automatic Interlocking	90	60
Monica	148.3	Automatic Interlocking	90	60
Mississippi River Bridge	231.5 to 231.8	Interlocking	40	30
THIRD DISTRICT				
Medill	263.1	Interlocking	90	60
FOURTH DISTRICT				
Sheffield	445.9	Interlocking	25	25
PEKIN DISTRICT				
Minonk	12.9	Interlocking— If home signal indicates "Stop", authority to proceed must be secured from I.C. Operator and if so authorized, member of crew must flag crossing until occupied.	20*	20*
Crandall	43.4	Automatic Interlocking	20*	20*
Morton	45.8	Stop. Rules 98, 98(A), 98(B), 98(D)	45	30
Pekin-East Yards	56.8	Interlocking	Yard	Yard
ST. JOSEPH DISTRICT				
Lathrop	35.7	Automatic Interlocking	20*	20*
Terminal Yard	71.6	Gate normally across C.R.I. & P. track. Approach prepared to stop. When gate normal, proceed at restricted speed.	20	20
Terminal Yard	72.1	Stop. Rules 98, 98(A), 98(B), 98(D)	20	20
Terminal	72.3	Stop. Rules 98, 98(A), 98(B), 98(D)	20	20

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

12. MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	MILES PER HOUR	
	Passenger	Freight and Mixed
FIRST DISTRICT		
Chicago to Pequot.....	79	60
Pequot to Chillicothe (Except Track No. 3).....	90	60
Track No. 3 (Kernan to M.P. 88.8).....	40	30
SECOND DISTRICT	90	60
THIRD DISTRICT	90	60
FOURTH DISTRICT		
Marceline to W. B. Jct.....	90	60
W. B. Jct. to C. A. Jct. (Except Track No. 3).....	79	60
Track No. 3 (Hardin to C. A. Jct.).....	40	40
C. A. Jct. to Bridge M.P. 425.0.....	90	60
Bridge M.P. 425.0 to Sheffield.....	79	60
Sheffield to Kansas City Union Station.....	50	25
PEKIN DISTRICT	45	30
ST. JOSEPH DISTRICT		
Henrietta to B. C. Jct.....	30	30
B. C. Jct. to St. Joseph.....	40	30
FIRST DISTRICT		
Chicago, Dearborn Station to 12th. Street Viaduct	8	8
Chicago, Between 12th Street and Stewart Ave. Crossing	20	20
Chicago, Stewart Avenue to Interlocking M.P. 3.1	30	30
Curve, M.P. 9.7 to 9.9	40	35
Bridge, M.P. 9.9 to 10.0	30	25
Curve, M.P. 11.9 to 12.3	60	50
Curve, M.P. 24.0 to 24.7	75	50
Bridge, M.P. 24.7 to 24.8	40	30
4 Curves, M.P. 24.8 to 25.9	50	40
2 Curves, M.P. 27.4 to 28.7	65	50
Curve, M.P. 29.0 to 29.2	65	55
Curve, M.P. 35.3 to 35.6	75	50
	{ Westward Track	65
	{ Eastward Track	50
Curve, M.P. 36.3 to 36.7 (Basin Bridge)	60	40
	{ Westward Track	45
	{ Eastward Track	30
Curve, M.P. 37.0 to 37.1	35	25
Curves, M.P. 37.2 to 37.4 Joliet, through turnouts	15	15
Curve, M.P. 38.3 to 38.9	Eastward Track	70
Curve, M.P. 43.6 to 43.9	Eastward Track	75
3 Curves, M.P. 57.0 to 57.2	Eastward Track	40
Curve, M.P. 57.0 to 57.3	Westward Track	70
Curve, M.P. 58.4 to 58.6		60
2 Curves, M.P. 88.2 to 89.0	{ Westward Track	60
	{ Eastward Track	55
Streator, Main Street to Wabash Crossing	20	20
SECOND DISTRICT		
2 Curves, M.P. 131.6 to 132.1	65	50
9 Curves, M.P. 132.6 to 136.8	55	50
10 Curves, M.P. 161.6 to 170.3	70
Galesburg, C.B.&Q. Viaduct to Main Street	45	20
Curve, M.P. 224.7 to 225.0	60	50
Curve, M.P. 230.7 to 231.1	50	40
8 Curves, M.P. 231.8 to 234.3	30	30
THIRD DISTRICT		
Curve, M.P. 235.9 to 236.2	Westward Track	75
2 Curves, M.P. 250.3 to 250.9		55
2 Curves, M.P. 251.1 to 251.8		45
4 Curves, M.P. 252.4 to 254.1		65
2 Curves, M.P. 254.5 to 255.1		55
2 Curves, M.P. 255.3 to 256.0		50
7 Curves, M.P. 331.0 to 334.3		60
7 Curves, M.P. 335.6 to 338.3		55
2 Curves, M.P. 338.6 to 339.1		50
2 Curves, M.P. 339.4 to 339.7		65

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

LOCATION	MILES PER HOUR	
	Passenger	Freight and Mixed
FOURTH DISTRICT		
Curve, M.P. 347.5 to 347.6	Westward Track Eastward Track	60 35
Curve, M.P. 348.7 to 348.9	Westward Track	55 30
3 Curves, M.P. 352.6 to 354.0		60 45
2 Curves, M.P. 372.0 to 372.7		70
2 Curves, M.P. 376.2 to 376.8		75
Curve, M.P. 382.4 to 382.5	Eastward Track	75
Curve, M.P. 384.3 to 384.5	Eastward Track	70 50
Curve, M.P. 388.7 to 388.8	Eastward Track	40 40
First 2 curves, west of Hardin, Track No. 3		15 15
5 Curves, M.P. 416.7 to 419.1		65 55
2 Curves, M.P. 425.0 to 426.3 and Bridge M.P. 425.0-426.0		25 20
Curve, M.P. 426.4 to 426.7		55 45
Curve, M.P. 427.0 to 427.3	Eastward Track	70
2 Curves, M.P. 427.0 to 427.8	Westward Track	60 40
2 Curves, M.P. 437.5 to 437.8		40 40
3 Curves, M.P. 437.9 to 438.5		45 45
Curve, M.P. 438.8 to 438.9		65 55
Curve, M.P. 442.5 to 442.7		65 55
3 Curves, M.P. 443.7 to 444.5		40 40
Congo to Rock Creek Jct. via Mo. Pac.		30 20
4 Curves, M.P. 445.0 to 445.8		30 30
Curves, Sheffield to Kansas City (Union Station), except where otherwise restricted		40 20
PEKIN DISTRICT		
2 Curves, M.P. 49.9 to 50.3		35
4 Curves, M.P. 54.5 to 55.8		35
ST. JOSEPH DISTRICT		
3 Curves, M.P. 4.5 to 5.3		20 20
3 Curves, M.P. 43.2 to 44.2		15 15

13.

14. SPEED REGULATIONS, PASSENGER TRAINS

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

15. MAXIMUM SPEED OF ENGINES

	MILES PER HOUR			
	Forward	Light Forward	Backing Or When Controlled From Rear Unit	Dead In Train
Diesel and Gas-Electric				
11-90, 300-314	100	80	45	90
325-344	80	80	45	80
100-289, 401-430	65	65	45	60
99, 600-611, 700-751, 2099, 2100-2162, 2650-2893, 3000-3019	65	65	45*	60
450-451	30	30	30	20
460-468	35	35	35	20
500-564, 625-633, 1500-1537, 2200-2299, 2301-2304, 2310-2391, 2394-2399, 2403-2441, 2600-2606	45	45	45	45

15. MAXIMUM SPEED OF ENGINES—(Cont'd)

	MILES PER HOUR			
	Forward	Light Forward	Backing Or When Controlled From Rear Unit	Dead In Train
Diesel and Gas-Electric—(Cont'd)				
650-653	40	40	40	30
800-823, 900-944	75	75	45	60
RDC 191, 192 (Coupled)	80	80	70	70
RDC 191, 192 (Single Unit)	80	80	50	70
M115-M151, M176-M186	65	65	25	60
M160-M162	70	65	25	70
M190	80	65	25	75
* Note: 65 MPH applies when backing handling train.				

16. MOVEMENTS OVER SUBMERGED TRACK (Rule 817)

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

Types of Equipment	Maximum Depth Above Top of Rail (Inches)	Maximum Speed in Tow (MPH)	Maximum Speed Under Own Power (MPH)
Diesel Engines			
450-451	2	5	5
11-15, 50, 80-87, 600-611, 800-823, 2099-2162	3	5	5
51-78, 90, 650-653, 2301-2302, 2310-2321, 2600-2606, 3000-3019	4	5	5
460-468	4½	5	5
16-48, 99, 101-344, 407-430, 500-564, 625-633, 700-751, 900-944, 1500-1537, 2200-2299, 2303-2304, 2322-2399, 2403-2441, 2650-2893	5	5	5
Diesel-Electric and Gas Electric Motor Cars	3	5	5
Passenger Cars			
Roller Bearings	8	5	0
Friction Bearings	12	5	0

17. DEAD ENGINES

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

18. DERRICKS, CRANES, ETC.

Trains handling derricks, clam shells, ditchers, spreaders, (except spreaders with wings folded and fastened) and similar machinery moving on their own running gear, must not exceed speeds indicated:

DISTRICT	All Except Pile Drivers AT 199452 AT 199453	Pile Drivers AT 199452 AT 199453
	MPH	MPH
First, Second, Third and Fourth Districts	30	45
Pekin and St. Joseph Districts	24	24

Such equipment must not be moved in any train except on authority of Trainmaster.

19. SWITCHES AND SIDINGS—MAXIMUM AUTHORIZED SPEED

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

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

SPECIAL RULES

19. SWITCHES AND SIDINGS—MAXIMUM AUTHORIZED SPEED—(Cont'd)

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

STATION	TYPE	LOCATION	MPH
FIRST DISTRICT			
Stewart Ave.	I	Crossovers	10
Corwith	I	East leg of wye	10
	I	Crossovers west of I.N. crossing	30
McCook	I	Eastward head-in and head-out switches	40
	I	Crossover	40
M.P. 14.2	I	Crossover	40
M.P. 14.5	I	Switch to General Motors Plant Yard	30
M.P. 16.5	I	Switch to General Motors Plant Yard	30
Willow Springs	S	Head-out switches	30
	I	Crossovers and head-in switches	40
Romeo	I	Crossovers	40
Joliet Yard	I	Eastward head-in switch	30
	S	Head-out switch M.P. 36.4	30
Plaines	I	G.M.& O. to A.T.& S.F.	40
	S	West end siding and connection G.M.& O. to A.T.& S.F.	30
Pequot	I	A.T.& S.F. to G.M.& O.	40
	I	Crossovers	40
Verona	I	Crossovers and head-in switches	40
	S	Head-out switches	30
Kernan	I	Crossovers	40
Streator	I	Crossovers and turnout Wabash Crossing	30
	I	Crossovers	40
Ancona	I	Pekin District turnout	30
	I	Crossovers	40
Toluca	I	Trailing point crossover	40
	I	Facing point crossover	30
	S	Westward head-out switch	30
Chillicothe	I	Crossovers and turnouts east end yard	40
SECOND DISTRICT			
Chillicothe	I	Crossovers and turnouts west end yard	30
Edelstein	I	Crossovers	40
Williamsfield	I	Crossovers and westward head-in switch	40
	S	Head-out switches	30
E. Galesburg	I	Crossovers	40
	I	Westward head-in and head-out switches	30
	S	Crossovers and eastward head-in switch	40
G.I. Tower	I	Eastward head-out switch	30
	I	Crossovers and eastward head-in switch	40
Ormonde	I	Head-out switches	30
	S	Crossovers and eastward head-in switch	40
Smithshire	I	Crossovers	40
Stronghurst	I	Crossovers	40
	I	Head-in switches	30
	S	Head-out switches	30
Lomax	I	Crossovers	40
	S	Westward head-out switch	30
E. Ft. Madison	I	Crossovers	40
East End	I	West crossover	25
Shopton Yard	I	East crossover and head-in and head-out switches	30
	I	Head-out switches	30
THIRD DISTRICT			
West End	I	Crossovers	40
Shopton Yard	I	Head-in and head-out switches	30
M.P. 246.2	I	Crossovers	50
Medill	I	Head-in switches	40
	S	Head-out switches	30
Wyaconda	S	Head-out switch	30
Baring	I	Head-in switches	40
	S	Head-out switches	30
La Plata	I	Westward head-in switch	30
	S	Head-out switches	30

19. SWITCHES AND SIDINGS—MAXIMUM AUTHORIZED SPEED—(Cont'd)

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

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

20. YARD LIMITS

Corwith (Extends Nerska to Stewart Ave.) All movements between Panhandle Crossing and Stewart Ave. Crossing must be protected as per Rule 99.

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

21. BULLETIN BOOKS (Rule 82(B))

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

22. STANDARD CLOCKS

Chicago	Dearborn Station, Coach Yard and Roundhouse Offices
Corwith	Telegraph, Roundhouse Offices and Yardmen's Locker Facility
General Motors Plant	Yard Office
Joliet Yard	Yard Office
Streator	Telegraph Office
Chillicothe	Telegraph Office
Fort Madison	Telegraph Office
Shopton	Telegraph and Roundhouse Offices
Marceline	Yard and Roundhouse Offices
Kansas City	Telegraph Office, Union Station
Argentine	Yard, Bowl and Roundhouse Offices
Terminal Yard	Yard Office

23. STANDARD THERMOMETERS

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

24. OVERHEAD OBSTRUCTIONS (Rule 761)

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

25. INDUSTRY AND OTHER TRACKS NOT ON SCHEDULE PAGE

Name	Location	Capacity
FIRST DISTRICT		
Waterways Terminal (spur)	M.P. 9.7	72 cars
General Motors Plant	M.P. 14.5	Yard
Industry Spur	M.P. 14.6	55 cars
Argonne National Laboratory Track	M.P. 22.8	60 cars
Lemont Manufacturing Co.	M.P. 26.0	Yard
Lemont Refinery (spur)	M.P. 27.8	182 cars
Millsdale (spur)	M.P. 46.1	7 cars
Blodgett Ordnance Plant (spur)	M.P. 50.3	
Gorman (spur)	M.P. 61.9	7 cars
SECOND DISTRICT		
Dahinda, Stanolind (spur)	M.P. 163.9	12 cars

25. INDUSTRY AND OTHER TRACKS NOT ON SCHEDULE PAGE—(Cont'd)

FOURTH DISTRICT		
Missouri Portland Cement Co.	M.P. 440.8	Yard
ST. JOSEPH DISTRICT		
Everett and Clark	M.P. 41.9	21 cars

26. STATUTORY REGULATIONS

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

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

SURGEONS OF

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

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

LOCAL SURGEONS

DR. C. B. IRENEUS.....Chicago, Ill.
 DR. R. D. KEARNEY, 6235 S. Kedzie.....Chicago
 DR. HENRY MATTHEWS (Colored), 6252 S. Parkway..Chicago
 DR. LAWRENCE MANN, 616 Railway Exchange Bldg..Chicago
 DR. B. A. NELSON.....Chicago
 DR. G. R. BUTTICE, 2136 S. Indiana.....Chicago, Ill.
 DR. J. R. BERNIER, 1022 Argyle.....Chicago
 DR. E. F. ADDENBROOKE, Dermatologist.....Chicago
 DR. T. M. BURKHOLDER, Urologist.....Chicago
 DR. S. A. LIBERT.....Chicago
 DR. R. S. ROWLETTE.....Chicago
 DR. J. J. SMID & R. H. MACNERLAND.....Berwyn
 DR. C. E. WALLS, 505 N. Ridgeland.....Oak Park
 DR. MARTIN PEPPER.....Brookfield
 DR. T. J. BENTON.....Willow Springs
 DR. Z. I. KOWALICZKO.....Lemont
 DR. W. A. MEADOWS & E. A. ALBERS.....Lockport
 DR. C. W. HOFFMAN & E. J. MAYER.....Joliet
 DR. P. G. NICHOLSON & R. P. SMYK.....Coal City
 DR. W. F. BREISCH.....Mazon
 DR. GEO. POWERS, JR.....Streator
 DR. E. G. BARTON.....Streator
 DR. J. A. MANAGO.....Streator
 DR. J. E. GOTTEMOLLER.....Streator
 DR. R. J. DAVIES.....Roanoke
 DR. J. I. WEIMER & R. K. TAUBERT.....Pekin
 DR. MICHAEL SCHUBERT.....Toluca
 DR. I. E. DOLPH.....Chillicothe
 DR. H. G. JOHNSON & F. Z. WHITE.....Chillicothe
 DR. D. D. BURROUGHS, (Surgical Consultant).....Peoria
 DR. R. K. DEAN.....Peoria
 DR. J. B. BRONNY.....Williamsfield
 DR. S. M. HANAUER, S. I. WALD & D. F. RAYL.....Galesburg
 DR. J. L. HOYT & R. E. ICENOGLE.....Roseville
 DR. J. W. MARSHALL.....Monmouth
 DR. H. L. BOCK.....Stronghurst
 DR. G. C. MCGINNIS & H. L. SCHRIER.....Fort Madison
 DR. G. J. MCMILLAN.....Fort Madison
 DR. F. R. RICHMOND, SR. & F. R. RICHMOND, JR.....Fort Madison
 DR. R. L. FEIGHTNER (Surgery Consultant).....Fort Madison
 DR. J. L. MCCONNELL.....Revere
 DR. B. F. HUTCHINSON - Osteopath.....Wyaconda
 DR. FRANCIS TARVYDAS.....Edina
 DR. H. D. LEHR - Osteopath.....La Plata
 DR. J. J. WIMP.....Kirksville
 DR. R. A. DIVELBESS - Osteopath.....Bucklin
 DR. R. W. SMITH & GEO. GARY.....Marceline
 DR. D. D. STUART.....Brunswick
 DR. E. L. BALES & E. W. ALLEN.....Carrollton
 DR. R. E. HASKELL.....Norborne
 DR. E. E. GAY.....Richmond
 DR. W. B. SPAULDING.....Plattsburg
 DR. J. R. GREEN, SR. & J. R. GREEN, JR.....Independence
 DR. J. H. RYAN & S. E. SENOR.....St. Joseph
 DR. R. W. KIEBER.....St. Joseph
 DR. R. H. DUNHAM.....No. Kansas City
 DR. GRAHAM OWENS, 906 Grand.....Kansas City, Mo.
 DR. E. G. KETTNER, 1103 Grand Ave.....Kansas City, Mo.
 DR. D. FERGUSON (Colored), 1214 Vine.....Kansas City, Mo.
 DR. W. R. PETERSON (Colored), 2462 Brooklyn..Kansas City, Mo.
 DR. K. L. SHIRMAN, 103 N. Elmwood.....Kansas City, Mo.
 DR. M. V. LAING & G. R. PETERS, 907 N. 7th..Kansas City, Kans.
 DR. C. G. DAVIS, 905 N. 7th.....Kansas City, Kans.
 DR. A. E. SILVERS, 1702 Southwest Blvd.....Kansas City, Kans.
 DR. E. S. MILLER, 731 Ann.....Kansas City, Kans.
 DR. W. D. FRANCISCO, Huron Bldg.....Kansas City, Kans.
 DR. J. D. HUFF, Huron Bldg.....Kansas City, Kans.
 DR. P. R. CARPENTER.....Kansas City, Kans.

EYE, EAR, NOSE AND THROAT SPECIALISTS
AT LOCAL POINTS

DR. D. J. BOLES (Eye Only), 55 E. Washington.....Chicago
 DR. H. J. KOCH (Eye Only), 6235 S. Kedzie.....Chicago
 DR. O. E. VAN ALYEA, 135 S. LaSalle St.....Chicago
 DR. W. G. ACKERMAN (Eye Only), 104 S. Michigan..Chicago
 DR. G. W. CARLIN.....Joliet
 DR. B. O. BENDIXEN.....Streator
 DR. E. W. KILLIAN.....Streator
 DR. P. R. MCGRATH (Eye Only), 1214 Main St.....Peoria
 DR. W. E. OWEN, 135 North St (Except Eye).....Peoria
 DR. G. K. SMART.....Galesburg
 DR. A. C. RICHMOND.....Fort Madison
 DR. A. N. ALTRINGER, W. P. BUNTING &
 J. S. KNIGHT, 305 W. 43rd.....Kansas City, Mo.
 DR. W. R. EUBANK - Eye Specialist.....Kansas City, Mo.
 DR. A. J. BAER - Eye Specialist.....Kansas City, Mo.
 DR. R. D. WILLIAMS, E.N.T.....Kansas City, Mo.
 DR. C. E. HASSIG, Huron Bldg.....Kansas City, Kans.
 DR. F. N. BOSILEVAC, R. B. WILSON &
 C. H. STEELE, Brotherhood Bldg.....Kansas City, Kans.

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

LOCAL TIME INSPECTORS

J. E. HESS, 1536 W. 47th St.....Chicago
 SVERRE MYRE, 5155 S. Kedzie Ave.....Chicago
 LEO SELIGMAN, 74-76 N. Chicago St.....Joliet
 W. H. KERR.....Streator
 A. G. KEYES.....Pekin
 F. E. LYNDS.....Chillicothe
 M. G. DUNLAP.....Chillicothe
 C. W. HALLSTROM.....Galesburg
 L. C. HARDY.....Fort Madison
 ALBERT ZURCHER.....Marceline
 J. E. POINTER.....Richmond
 W. G. HARDEN.....St. Joseph
 J. H. MACE Co., (A. G. Bohling), Union Station. Kansas City, Mo.
 E. C. GORDON, 4610 Troost.....Kansas City, Mo.
 L. J. WITMER, 841 Minnesota Ave.....Kansas City, Kans.
 L. M. CONNOR, 3120 Strong Ave.....Kansas City, Kans.
 ROSS LENTZ, 1506 S. 21st.....Kansas City, Kans.
 R. L. METZ, 3221 Strong Ave.....Kansas City, Kans.

CONDITIONAL STOPS SHOWN BELOW WILL BE MADE ONLY FOR REVENUE PASSENGERS

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

TRAIN	STOPS AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM	TRAIN	STOPS AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM
1-2	Streator Chillicothe Galesburg La Plata Marceline Carrollton	Tulsa Woodward Canadian Pampa Amarillo Hereford Clovis Fort Sumner Vaughn Belen Williams and beyond	Woodward Canadian Pampa Amarillo Hereford Clovis Fort Sumner Vaughn Belen	18— (Cont'd)	Galesburg	Lamy and Scheduled stops in California	Lamy Albuquerque and beyond
					Hutchinson	Kansas City and beyond and South of Newton	Albuquerque and beyond
				El Capitan	On days El Capitan is operated as a separate train, that train will make conditional stops shown for trains 17-18.		
				19	Carrollton	Tulsa	
East of Kansas City	Dodge City to Halstead inclusive						
2	La Plata	Chicago and beyond		Emporia	St. John Garden City Lamar La Junta and beyond		
3	Between Kansas City and Wellington	Beyond Wellington					
6	Newton to Kansas City		Wichita and beyond				
9	In Illinois	Stations in Illinois Kansas City and beyond	Stations in Illinois	20	Stations in Illinois		Beyond Kansas City
	Verona Dallas City		Chicago and beyond		Ransom Verona Mazon Toluca Dallas City La Plata	Chicago and beyond	
11	Newkirk	Oklahoma City and beyond	Wichita and beyond		Marceline		St. John Garden City Lamar La Junta and beyond
12	Newkirk	Wichita and beyond	Oklahoma City and beyond		La Plata		Kansas City and beyond
	East of Kansas City		Dodge City to Halstead inclusive		St. John	Emporia, Kansas City and beyond, and South of Newton	Albuquerque and beyond
	Carrollton	Chicago and beyond	South of Ottawa and beyond Wichita		In Illinois	Stations in Illinois Kansas City and beyond	Stations in Illinois
15	Marceline	Wichita and beyond	Chicago and beyond		Newton to Dodge City	La Junta and beyond	Newton and beyond
	Ottawa Jct.	Beyond Newton			Dodge City to Hutchinson	Newton and beyond	La Junta and beyond
	Newkirk	Oklahoma City and beyond	Wichita and beyond		Newton to Kansas City	Points between Newton and Kansas City and beyond	Points between Newton and Kansas City and beyond Newton
16	Marceline	La Plata and beyond	Kansas City and beyond	124			
	Ottawa Jct.		Scheduled stops beyond Newton				
17	Streator Chillicothe	Scheduled stops in California	Albuquerque and beyond	211	Collinsville		Kansas City and beyond
	Galesburg				Lamy and Scheduled stops in California	Lamy, Albuquerque and beyond	Olathe
	Hutchinson	Albuquerque and beyond	Kansas City and beyond and South of Newton		Olathe	Chicago and beyond	Cherryvale and beyond
18	Streator Chillicothe	Scheduled stops in California	Albuquerque and beyond	212	Olathe	Chicago and beyond	Cherryvale and beyond

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



SANTA FE SAFETY FIRST



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

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

