

# The Atchison, Topeka & Santa Fe Railway Co.

EASTERN GRAND DIVISION.

## ILLINOIS DIVISION.

# EMPLOYEES' TIME TABLE No. 22.

IN EFFECT

**SUNDAY, JUNE 19, 1904,**

AT 12:01 O'CLOCK A. M.

CENTRAL STANDARD TIME.

Superseding Time Table No. 21, Dated November 29, 1903, and any Supplements thereto.

This Time Table is for the Government and Information of Employees of this Company only.

H. U. MUDGE,  
General Manager,  
TOPEKA, KANSAS.

J. E. HURLEY,  
General Superintendent,  
TOPEKA, KANSAS.

C. W. KOUNS,  
Supt. of Transportation,  
CHICAGO, ILLINOIS.

CHAS. RUSSELL,  
Superintendent,  
CHILlicothe, ILLINOIS.

# SPECIAL RULES AND REGULATIONS.

Effective on the Illinois Division and Superseding all General Rules Inconsistent Therewith.

A book of The Atchison, Topeka & Santa Fe Railway System Rules and Regulations of the Operating Department, dated November, 1901, must be in the hands of all employes of the Operating Department.

**Except as otherwise provided, all Eastbound Trains are superior to Westbound Trains of the same class.**

At stations shown in full-faced type, all Conductors must personally register their trains.

Conductors of freight and accommodation trains will fill up Telegraph Train Reports (Form 903), and leave them at all stations except registering stations. Operators will send these reports by wire promptly to the Trainmaster's office.

The following stations have Yard Limits (see No. 98(a) General Rules): Corwith, Joliet, Streator, Toluca, Chillicothe, Galesburg, and Shopton. At all other stations trains must be protected as per Nos. 99, 99(a), and 99(b) of General Rules.

Time signals will be sent daily at 10.00 A. M., "Central" time, from the Master Clock of the Western Union Telegraph Co., St. Louis, (who compare time daily with the Washington, D. C., U. S. Naval Observatory,) to all telegraph stations on this road. These signals are automatic clock-beats, repeated over the wires by the Master Clock. The following programme will be observed:

- H. M. S.**
- 9 57 00 A. M., The Master Clock will begin sending the word "Time," (when all repeater switches should be thrown,) and continues until
  - 9 57 50 A. M., When the circuit is opened until
  - 9 58 00 A. M., When the Master Clock will begin sending double dots every second, continuing until
  - 9 58 50 A. M., When the circuit opens again until
  - 9 59 00 A. M., When the Master Clock begins sending single dots every second, continuing until
  - 9 59 50 A. M., When the circuit opens again until
  - 10 00 00 A. M., When the Master Clock closes the circuit one dot, and then opens the circuit again, when all repeater switches should be thrown back to original position.

This programme affords ample opportunity to identify the minute and second. If from interruption of wires, or other causes, the time should fail to be transmitted from the Master Clock at St. Louis, the time will be struck by the Dispatcher's Office at Topeka, from Standard Time in that office, as per above programme; or should there be a failure from any cause in receiving time each day, Operators will get time from the Dispatcher's Office of their division.

It is important that every Station shall have absolutely correct time, and Operators receiving time will, if necessary, correct the Station Clock to agree with the time signals as received.

Standard Clocks are located at Corwith, Chillicothe, and Shopton.

While running through the corporate limits of cities and towns named below, trains must not exceed the speed shown, and the engine bell must be rung constantly until without the limits:

Streator: four (4) miles per hour.

Fort Madison: five (5) miles per hour.

Chicago (freights, 1st district), Lemont (freights), Minonk, Pekin (freights), Princeville (freights), Roanoke, Stronghurst (freights), Washington (freights): six (6) miles per hour.

Galesburg and Williamsfield: eight (8) miles per hour.

Chicago (freights and switch engines switching, 2d district): nine (9) miles per hour.

Chillicothe (freights), Coal City, Eureka, Lemont (passenger trains), Mazon, Pekin (passenger trains), Princeville (passenger trains), Stronghurst (passenger trains), and Washington (passenger trains): ten (10) miles per hour.

Chicago (freights, 3d district): twelve (12) miles per hour.

Lockport and Morton: fifteen (15) miles per hour.

Chicago (passenger trains and light engines, 1st district), Chillicothe (passenger trains), and Joliet: twenty (20) miles per hour.

Chicago (passenger trains and light engines, 2d district): twenty-five (25) miles per hour.

Chicago (passenger trains and light engines, 3d district): thirty (30) miles per hour.

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 offensive, 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.

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

Also, that it is dangerous to stand erect upon cars, and especially cars of extraordinary height, while passing over, through or under the following-named bridges or viaducts, and necessary precautions must be used by all employes to protect themselves from injury from overhead structures at said points while riding on top of cars.

## ILLINOIS DIVISION.

MILE POSTS.	BRIDGE NUMBER.	NAMES.
Chicago Terminals.		Twelfth Street Viaduct, Chicago. Sixteenth and Clark Streets, Chicago. Second and Third Bridges west of Clark St., Chicago. Eighteenth Street Viaduct, Chicago. Electric Light Wire, 18th Street. Eighteenth Street Semaphore. Drawbridge, C. & A. Crossing, Chicago. Illinois Canal, Chicago. Illinois Canal, Corwith. Illinois Canal, 26th Street Line, Chicago. Kedzie Avenue Trolley Wire, 26th St. Line, Chicago. Illinois Canal.
39.2 .....	44	
41.4 .....	No number.	I. & B. I. Crossing.
42.7 .....	No number.	C. & A. Crossing.
121.1 .....	184	C. & A. Crossing.
131.4 .....	196	Illinois River; also bridge semaphore.
167.4 .....	225	Spoon River.
172.9 .....	236	Highway Crossing.
180.5 .....	253	Highway Crossing, Galesburg.
181.0 .....	254	C. B. & Q. Crossing.
.....	.....	Trolley Wire, Broad St., Galesburg.
236.0 .....	335	Mississippi River.

## RAILROAD CROSSINGS.

**Chicago.**—Stewart Avenue, C. M. & N., C. & A., C. & W. I. P. R. R. crossings are protected by standard interlocking system with distant and home signals and derails. When signals are clear, trains may cross at speed permitted by ordinance.

**Chicago.**—Ills. Northern Ry. crossing is protected by standard interlocking system, with distant and home signals and derails. When signals are clear, trains may cross at speed permitted by ordinance.

**Double Track Junction.**—Belt Crossing, .1 mile east, is protected by standard interlocking system, with distant and home signals and derails. When signals are clear, trains may cross at speed of thirty (30) miles per hour.

**McCook.**—C. & C. T. crossing, .2 mile west, is protected by standard interlocking system, with distant and home signals and derails. When signals are clear, trains may cross at speed of thirty (30) miles per hour.

**Joliet.**—Crossing by the Chicago & Alton into the wire mill 315 feet east of the turn-table, controlled by Hall electric signals.

When these derails are closed, the signals will show red against A. T. & S. F. trains, which will indicate that the crossing is in use, and all A. T. & S. F. trains must come to a full stop and flag the crossing.

When derails are all open, the signals will show white for A. T. & S. F. trains, and the crossing may be passed at a slow rate of speed, and without stopping.

West of Passenger Depot, C. & A. and C. R. I. & P. crossings. All trains or engines, switching or running alone, must come to a full stop before reaching the Semaphore post of the track upon which they are running, and in plain view of the crossing towerman. Enginemen must ring the bell as a notice to towerman that they want to pass over the crossing, and until such signal is given it will be understood that they are not ready to cross. The Semaphore Arm, when standing horizontally,

denotes danger, and that engines must wait; when dropped to vertical position, denotes safety and will allow them to cross. The position of the arm at night will be indicated by red and white lights. A red light signifies danger, and that engines must wait. A white light signifies safety. When trains are being pushed by their engines, a competent trainman must be stationed on the car farthest from the engine, who shall signal the engineman for the proper point to stop, and the signal for crossing shall be given from the engine. When the towerman complies with the signal and shows safety, the trainman shall signal his engineman accordingly.

Michigan Central "Y" track crossing just west of C. & A. and C. R. I. & P. crossings, is controlled by high signal. When set in a horizontal position, the way is clear to A. T. & S. F. trains in either direction; when at an angle of 45 degrees, the way is blocked to A. T. & S. F. trains.

#### **C. B. Junction, C. & A. Switch Track.**

Gates and Semaphores are provided at these two crossings. A. T. & S. F. trains shall be governed by Semaphore, and must not exceed speed of fifteen (15) miles per hour over crossings and must keep sharp lookout and be prepared to come to full stop.

**Coal City.**—C. & A. Switch Track is protected with standard interlocking system, with distant and home signals and derails. All trains using must keep a sharp lookout and be prepared to come to full stop.

G. C. & N. crossing, .3 mile west of depot, is protected by standard interlocking system, with distant and home signals and derails. When signals are clear, trains may cross at speed of thirty (30) miles per hour.

**Mazon.**—C. C. C. & St. L. crossing, east of depot, is protected by standard interlocking system, with distant and home signals and derails. When signals are clear, trains may cross at speed permitted by ordinance.

**Streator,** trains and engines will make regulation crossing stop going in both directions, at C. & A. and Three I crossings. In addition to making this stop, Semaphore signal must also be clear.

Wabash Crossing, .4 mile west of depot, is protected by standard interlocking system, with distant and home signals and derails. When signals are clear, trains may cross at speed permitted by ordinance.

**Illinois River Bridge.**—The draw on this bridge is protected with standard electric interlocking system, with distant and home signals and derails. All trains must keep a sharp lookout, and be prepared to come to full stop.

**Princeville.**—R. I. & P. crossing, .3 mile east of depot, is protected by standard interlocking system, with distant and home signals and derails. When signals are clear, trains may cross at speed permitted by ordinance.

**Monica.**—C. B. & Q. crossing, .2 mile west of depot, is protected by standard interlocking system, with distant and home signals and derails. When signals are clear, trains may cross at speed of thirty (30) miles per hour.

**Mississippi River Bridge.**—The draw on this bridge is protected with standard interlocking system, with distant and home signals and derails. All trains must keep a sharp lookout and be prepared to come to a full stop.

**Minonk** Illinois Central R. R. crossing, .1 mile east of depot. All trains will come to a full stop within 200 feet of the crossing. This crossing is provided with gate, which will be left turned against either line.

**Pekin.**—St. L. P. & N. crossing, 1 mile east of depot, is protected by standard interlocking system, with distant and home signals and derails. When signals are clear, trains may cross at speed permitted by ordinance.

**Chicago Yard Limits** extend to Yard Limit Board, 4,650 feet west of Double Track Junction.

All Extra and Delayed Regular Trains will keep sharp lookout for Switch Engines at work west of the west end of Belt Siding; also at all points within Switching Limits of Chicago Terminals.

Trains will not exceed a speed of twenty miles per hour passing through Lockport, and through Steel Mill yards at Joliet.

**Double Track** extends from Switch opposite Telegraph office in Freight Yard, Joliet, to Plaines. All trains must use right-hand track on Double Track. Switch at east end of Double Track must be kept set for Eastbound trains. Switch at west end of Double Track must be kept set for Eastbound trains. All trains must be under control approaching this Double Track, and must come to a full stop unless signaled ahead.

**Double Track** extends from first switch west of Mississippi River Bridge to switch at west end of Shopton Office. All trains must use right-hand track on Double Track. Switch at east end of Double Track is controlled by Interlocking Plant on Draw Bridge. Trains will be governed by Semaphore Signal. Switch at west end of Double Track must be kept set for Eastbound trains. All trains must come to a full stop before going on Double Track, unless signaled ahead. Switch Engines may use Double Track without orders, *avoiding regular Time Table Trains*, as per Rules. First-Class Trains must reduce speed to fifteen (15) miles per hour between Fort Madison and Shopton. All Extra and sections of Second and Third-Class Trains must run with great caution between Fort Madison and Shopton, expecting to find Yard Engines working on Main Track. Freight Trains approaching Shopton from west will head into Yard at first switch east of Stockyards Barn.

**G. H. SAUNDERS,**

Train Master,

CHILLICOTHE, ILL.

**L. E. MICHAELS,**

Chief Dispatcher,

CHILLICOTHE, ILL.



ILLINOIS DIVISION—FIRST DISTRICT.

EASTWARD.

Rating Grade Ascending.	TIME TABLE No. 22, June 19, 1904.	Telegraph Office.	First Class.						Second Class.			Third Class.		
			2	4	6	8	14	20	24	32	34	48	52	
			Atlantic Express.	Chicago Limited.	Chicago Express.	Chicago Mail and Express.	Chicago Express.	Chicago Express.	Chicago Express.	Chicago Express.	Meat Express.	Fruit Express.	Stock Express.	Way Freight.
	STATIONS.		Arrive Daily.	Arrive Sunday and Thursday.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily Ex. Sunday.		Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Monday.	Arrive Daily Ex. Sunday.
0	<b>CHICAGO.</b> 1.2	N	<b>AM</b> 7.50	<b>PM</b> 2.15	<b>AM</b> 9.45	<b>PM</b> 8.47	<b>PM</b> 1.00 <sup>13</sup>	<b>AM</b> 9.25	<b>PM</b> 5.02					
79.2	<b>C. &amp; W. I. JUNC.</b> 0.0													
0	<b>18TH ST. YARD.</b> 0.1									<b>PM</b> 6.00	<b>AM</b> 3.40	<b>AM</b> 5.30		
0	Stewart Avenue Crossing. 0.7													
0	<b>HALSTED STREET.</b> 1.1													
0	<b>DRAWBRIDGE.</b> 1.3													
0	Fanhandle Crossing. 1.5													
0	Ill. Northern Ry. Crossing. 0.1													
0	<b>CORWITH.</b> 0.2	N								5.40 5.30	3.15 3.00	5.15 5.00	<b>PM</b> 4.00	
0	<b>CORWITH JUNC.</b> 1.2													
0	Belt Crossing. 0.1													
0	<b>DOUBLE TRACK JUNCTION.</b> 5.3	N	7.30	1.55	9.25	8.20	12.38	8.45	4.40	5.20	2.52	4.52	3.50	
0	<b>MCCOOK.</b> 0.2	N	<b>7.18</b> <sup>51</sup>	1.47	9.16	8.10	12.29	<b>8.30</b> <sup>23</sup>	4.30	5.00	2.25	4.42	3.15	
0	C. & C. T. Crossing. 1.8													
0	<b>GARY.</b> 2.7	d p	7.15	1.42	9.12	8.07	\$12.25	\$ 8.25	\$ 4.25	4.54	2.17	4.37	3.00	
0	<b>WILLOW SPRINGS.</b> 1.6	N	7.10	<b>1.38</b> <sup>13</sup> <sub>39</sub>	9.08	<b>8.03</b> <sup>3</sup> <sub>33</sub>	\$12.21	\$ 8.19	\$ 4.19	4.45	2.07	4.30	2.45	
0	<b>SANTA FE PARK.</b> 1.4						\$12.17		f 4.16					
15.8	<b>BYRNEVILLE.</b> 3.3	d p	7.04	1.32	9.02	7.58	12.15	\$ <b>8.12</b> <sup>51</sup>	f 4.14	4.34	1.55	4.23	2.25	
0	<b>TEDENS.</b> 1.3	N	6.59	1.25	<b>8.57</b> <sup>51</sup>	7.52	12.10	8.03	f 4.07	4.22	1.43	4.15	<b>2.05</b> <sup>39</sup>	
15.8	<b>LEMONT.</b> 4.3	D	6.56	1.22	<b>8.55</b> <sup>23</sup>	7.50	\$12.06 <b>PM</b>	\$ 8.00	\$ 4.05	4.16	1.38	4.12	<b>1.53</b> <sup>13</sup>	
0	<b>ROMEO.</b> 3.5	N	6.50	<b>1.15</b> <sup>52</sup>	8.48	7.44	\$11.59	\$ 7.50	\$ <b>3.56</b> <sup>32</sup>	<b>4.05</b> <sup>24</sup> <b>3.49</b>	1.25	4.02	<b>1.23</b> <b>1.00</b> <sup>4</sup>	
52.8	<b>LOCKPORT.</b> 4.5	N	6.43	1.08	8.42	7.39	\$11.52	\$ 7.40	\$ 3.49	3.30	1.15	3.52	12.45	
	<b>JOLIET.</b>	N	<b>6.35</b> <b>AM</b>	<b>1.00</b> <b>PM</b>	<b>8.35</b> <b>AM</b>	<b>7.31</b> <b>PM</b>	<b>11.45</b> <b>AM</b>	<b>7.25</b> <b>AM</b>	<b>3.40</b> <b>PM</b>	<b>3.10</b> <sup>39</sup> <b>PM</b>	<b>1.00</b> <b>AM</b>	<b>3.39</b> <sup>7</sup> <b>AM</b>	<b>12.25</b> <b>PM</b>	
	(41.4)		Leave Daily.	Leave Sunday and Thursday.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily.	Leave Daily Ex. Monday.	Leave Daily Ex. Sunday.	
	Average speed per hour.....		(32.6)	(38.4)	(33.0)	(37.9)	(31.6)	(23.4)	(32.7)	(14.1)	(14.2)	(24.6)	(9.5)	

**NOTE.—Illinois Division Time Table gives Trains no rights east of Double Track Junction.**

All Conductors and Enginemen will be governed by time, rules and regulations of C. & W. I. R. R. Co. between C. & W. I. Junction and Chicago.

All Conductors and Enginemen will be governed by Chicago Terminal current time table between Double Track Junction and C. & W. I. Junction.

34 and 7 meet on double track east of Double Track Junction.

8 and 47 meet on double track east of Double Track Junction.

14 and 39 meet on double track east of Double Track Junction.

All east-bound trains will register by Form 903 at Double Track Junction.

At Joliet, Passenger Trains will register at Passenger Depot, and will register by Form 903 at Freight Yard between 7 A. M. and 7 P. M., and Freight Trains will register at Passenger Depot between 7 P. M. and 7 A. M., and at Freight Yard between 7 A. M. and 7 P. M. Freight trains must get Clearance Cards before leaving Joliet Freight Yard between 7 A. M. and 7 P. M.

Trains 14, 20 and 24 will stop on flag at Penitentiary.

No. 8 may be flagged at Lockport Sundays.

**NO. 7 HAS RIGHT OVER ALL TRAINS.**

**NO. 4 RUNS SUNDAY AND THURSDAY.**

ILLINOIS DIVISION.—FIRST DISTRICT.

WESTWARD.

Third Class.			Second Class.			First Class.						Capacity of Stages.	Fuel, Water, Turn Tables and Wyes.	TIME TABLE No. 22. June 19, 1904.	Ruling Grade Ascending.	Distance from Chicago.	
53	51	49	47	39	33	23	13	7	5	3	1						
Way Freight.	Way Freight.	Way Freight.	Pekin Freight.	Fast Freight.	Col., Cal., Tex. and Kan. Fast Freight.	Ft. Madison Express.	Pekin Express.	Mail and Express.	Colorado and Utah Express.	California Limited.	Mexico and California Express.						
Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily.	Leave Tuesday and Saturday.	Leave Daily.						
	AM 10.45			PM 10.40	PM 3.10 <sup>32</sup>	PM 9.20		AM 9.20	PM 2.20	AM 3.39 <sup>48</sup>	PM 7.10	PM 8.32	PM 11.00	875	FT	JOLIET. C. & A. Crossing. C. R. I. & P. Crossing. 0.1 M. C. Crossing. 3.8	41.4
	11.00			10.53	3.30 <sup>24</sup>	9.36	f 9.27	f 2.30	3.47	7.24 <sup>8</sup>	8.40	11.08			W	PLAINES. 4.9	45.3
	11.15 <sup>14</sup> 11.32 <sup>52</sup>			11.07 <sup>1</sup> 11.26	3.50	9.54	s 9.35	f 2.40 <sup>32</sup>	3.53	7.33	8.48	11.16 <sup>47</sup>	107			MILLSDALE. 2.1	50.2
	11.41			11.37	4.00	10.01	f 9.40	f 2.46	3.56	7.37	8.52	11.19	85			DRUMMOND. 2.1	52.3
								f 2.52					No Sdg			BLODGETT. 1.4	54.4
								f 2.55					No Sdg			KNAPPA. 1.1	55.3
	PM 12.01			AM 12.01 <sup>34</sup>	4.17	10.19	s 9.48	s 3.00 <sup>24</sup>	4.01	7.44	8.58	11.25	236	W		LORENZO. 4.7	56.9
	12.34 <sup>1</sup>			12.25	4.35	10.34	s 9.56	3.09	4.07	7.52	9.03	11.32	56			C. B. JUNCTION. C. & A. Spur Crossing. 1.0 C. & A. Spur Crossing. 0.2	61.6
	12.45			12.30	4.40	10.40	s 9.58	s 3.11	4.09	7.54	9.06	11.35 <sup>34</sup>	80			COAL CITY. 0.3 G. C. & N. E. R. Crossing. 2.7	62.6
	1.08			12.40	4.53	10.50	10.04 <sup>52</sup>	f 3.15	4.13	7.59	9.11	11.40	68			GORMAN. 4.5	62.8
	1.45 <sup>32</sup>			12.53	5.10	11.08 <sup>34</sup>	s 10.12	s 3.23	4.19	8.08	9.16	11.46	123			C. C. C. & St. L. Ry. Crossing. MAZON. 4.6	63.1
	2.10			1.03	5.30	11.24	s 10.21	s 3.30	4.24	8.16	9.21	11.52	120	W		VERONA. 3.9	65.3
	2.28 <sup>24</sup>			1.15	5.45	11.39	s 10.28	s 3.37	4.30	8.23	9.25	11.57	222			KINSMAN. 5.0	70.3
	3.00			1.32 <sup>48</sup>	6.00	11.57 AM 12.09 <sup>1</sup>	s 10.38 <sup>14</sup>	s 3.45	4.36	8.31	9.31	AM 12.04 <sup>33</sup>	197			RANSOM.	78.3
	3.25			1.58	6.18 <sup>8</sup>	12.27	s 10.47	f 3.52	4.42	8.40	9.36 <sup>34</sup>	12.09	159			KERNAN. 5.3	83.3
PM 12.15 <sup>32</sup>	3.50 PM	AM 5.45		2.30 <sup>20</sup> 2.55	6.45 7.15	12.45 <sup>48</sup> 1.00 <sup>20</sup>	s 10.58	4.00 4.05	4.50 <sup>20</sup> 4.55 <sup>2</sup>	8.50 <sup>34</sup> 8.55	s 9.47	12.17 <sup>20</sup> 12.22 <sup>48</sup>	834	W F T		STREATOR. C. & A. Crossing. I. I. & I. Crossing. 0.4 Wabash Crossing. 2.1	88.5
12.25		5.55		3.05	7.22	1.07	11.05	4.08	4.59	9.00	9.52	12.27	58			HOLLAND. 1.8	89.5
12.30		6.05		3.10	7.25	1.14	f 11.08	f 4.10	5.01	9.02	9.55	12.30	20			MOON. 1.8	93.3
12.50		6.15 AM		3.20 AM	7.30	1.20	s 11.12	s 4.15 PM	5.03	9.05	9.58	12.33	160	Y		ANCONA. 6.4	94.2
1.37 <sup>24</sup>				7.45 <sup>34</sup>	1.40		s 11.27 <sup>32</sup>		5.10	9.15	10.06	12.42	143			LEEDS. 3.9	96.3
2.00				8.05	1.55		f 11.35		5.15	9.22	10.12	12.46	68			CATON. 3.9	98.1
2.30				8.25	2.08		s 11.43		5.22	9.28	10.22	12.53	200	W F		TOLUCA. 6.0	99.9
3.15				8.50	2.28		s 11.55		5.29	9.39	10.30	1.01	153	W		LA ROSE. 6.5	106.3
4.00				9.20	2.50		PM 12.08		5.37	9.49	10.38 <sup>20</sup>	1.09	80			WILBERN. 4.2	110.2
4.25				9.40	3.05		f 12.15		5.42	9.56	10.43	1.15	70			HOLTON. 3.5	114.1
4.50 <sup>8</sup> PM				9.50 PM	3.15 AM		12.25 PM		5.50 <sup>6</sup> AM	10.05 <sup>20</sup> PM	10.50 PM	1.23 AM	1265	W F T Y		CHILLICOTHE.	120.1
Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Monday.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily.	Arrive Tuesday and Saturday.	Arrive Daily.				(92.9)	126.6
(8.8)	(9.3)	(14.6)	(14.8)	(15.0)	(15.7)	(30.1)	(31.2)	(44.6)	(34.2)	(40.0)	(39.0)	Average speed per hour.					

All trains will reduce speed to 15 miles per hour through Toluca Yard, and keep sharp lookout for T. M. & N. engines or trains on main line.

Passenger trains must use 45 seconds and freight trains 1 1/2 minutes in crossing Illinois River bridge.

No. 5 will stop at stations Coal City to Ransom inclusive, to discharge passengers from Chicago and Joliet.

**NO. 3 RUNS TUESDAY AND SATURDAY.**

No. 13 will register by Form 903 at Plaines. All Trains must get Clearance Cards before leaving Streator, and Chillicothe.

**NO. 7 HAS RIGHT OVER ALL TRAINS.**

At Joliet, Passenger Trains will register at Passenger Depot, and will register by Form 903 at Freight Yard between 7 A.M. and 7 P.M., and Freight Trains will register at Passenger Depot between 7 P.M. and 7 A.M., and at Freight Yard between 7 A.M. and 7 P.M. Trains 1, 3, 5, 7 and 23 will register by Form 903 at Plaines and Ancona. Freight Trains must get Clearance Cards before leaving Joliet Freight Yard between 7 A.M. and 7 P.M.

ILLINOIS DIVISION.—FIRST DISTRICT.

EASTWARD.

Rating Grade Ascending.	TIME TABLE No. 22, June 19, 1904.	Telegraph Offices.	First Class.							Second Class.				Third Class.			
			2	4	6	8	14	20	24	20	32	34	48	50	52	54	
			Atlantic Express.	Chicago Limited.	Chicago Express.	Chicago Mail and Express.	Chicago Express.	Chicago Express.	Chicago Express.	Stock Express and Mixed.	Meat Express.	Fruit Express.	Stock Express.	Way Freight.	Way Freight.	Way Freight.	
	STATIONS.		Arrive Daily.	Arrive Sunday and Thursday.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Monday.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	
15.8	<b>JOLIET.</b> C. & A. Crossing. C. R. I. & P. Crossing. O. 1 M. C. Crossing. 3.8	N	AM 6.35	PM 1.00	AM 8.35	PM 7.31	AM 11.45	AM 7.25	PM 3.40		PM 3.10 <sup>39</sup>	AM 1.00	AM 3.39 <sup>7</sup>		PM 12.25		
0	<b>PLAINES.</b> 4.9	N	6.27	12.55	8.28	7.24 <sup>5</sup>	11.40	7.15	3.30 <sup>39</sup>		2.55	12.45	3.20		12.05 PM		
0	<b>MILLSDALE.</b> 2.1	N	6.17	12.49	8.20	7.14	11.32 <sup>51</sup>	7.05	3.17		2.40 <sup>13</sup>	12.30	3.05		11.40 <sup>14</sup> 11.15 <sup>51</sup>		
0	<b>DRUMMOND.</b> 2.1		6.12	12.46	8.16	7.10	11.28	7.01	3.11		2.32	12.20	2.58		11.05		
0	<b>BLODGETT.</b> 1.4							6.57									
0	<b>KNAPPA.</b> 1.1							6.55									
0	<b>LORENZO.</b> 4.7	N	6.05	12.40	8.09	7.05	11.20	6.53	3.00 <sup>18</sup>		2.20	12.01 <sup>47</sup> AM	2.45		10.45		
0	<b>C. B. JUNCTION.</b> C. & A. Spur Crossing. 1.0 C. & A. Spur Crossing. 0.2		5.57	12.34 <sup>51</sup>	8.01	6.57	11.12	6.44	2.53		2.08	11.40	2.30		10.24		
0	<b>COAL CITY.</b> 0.3 G. C. & N. R. R. Crossing. 2.7	D	5.55	12.32	7.59	6.55	11.10	6.42	2.51		2.05	11.35 <sup>1</sup>	2.25		10.18		
0	<b>GORMAN.</b> 4.5		5.49	12.28	7.52	6.51	11.05	6.35	2.47		1.57	11.21	2.15		10.04 <sup>23</sup>		
0	<b>C. C. C. &amp; St. L. Ry. Crossing.</b> <b>MAZON.</b> 4.6	N	5.42	12.22	7.45	6.44	10.58	6.28	2.40		1.45 <sup>51</sup>	11.08 <sup>33</sup>	2.05		9.35		
0	<b>VERONA.</b> 3.9	N	5.34	12.16	7.37	6.38	10.52	6.19	2.34		1.30	10.47	1.52		9.10		
0	<b>KINSMAN.</b> 5.0	N	5.27	12.10	7.30	6.33	10.46	6.12	2.28 <sup>51</sup>		1.22	10.25	1.42		8.45		
15.8	<b>RANSOM.</b> 4.7	N	5.18	12.03 PM	7.21	6.25	10.38 <sup>23</sup>	6.02	2.21		1.10	10.00	1.32 <sup>47</sup>		8.15		
15.8	<b>KERNAN.</b> 5.3	N	5.10	11.58	7.14	6.18 <sup>39</sup>	10.25	5.54	2.13		12.58	9.36 <sup>3</sup>	1.15		7.45		
15.8	<b>STREATOR.</b> C. & A. Crossing. I. I. & I. Crossing. 0.4 Wabash Crossing. 2.1	N	5.00 <sup>7</sup> 4.55 <sup>20</sup>	11.50 11.47	7.05 7.00	6.10 6.05	10.15 10.10	5.45 <sup>47</sup> AM 48	2.05 2.00		AM 12.20 <sup>47</sup> 7 2 48 1 33	12.45 12.15 <sup>53</sup>	9.00 <sup>5</sup> 8.15	1.00 <sup>1</sup> AM 33 11.10 <sup>20</sup>	PM 3.45	7.15 AM	AM 10.25
0	<b>HOLLAND.</b> 1.8		4.51	11.41	6.54	5.59	10.03		1.54		12.08	12.07	8.07	10.55	3.25	10.15	
0	<b>MOON.</b> 1.3	D	4.48	11.39	6.51	5.57	10.00		1.52		12.01 AM	12.01 PM	8.02	10.47	3.15	10.10	
0	<b>ANCONA.</b> 6.4	N	4.45	11.37	6.49	5.55	9.57 AM		1.48		11.55	11.55	7.54	10.40 PM	3.05 PM	10.05	
26.9	<b>LEEDS.</b> 3.9	N	4.35	11.27 <sup>32</sup> 23	6.38	5.44			1.37 <sup>33</sup>		11.35	11.37 <sup>23</sup> 11.13 <sup>4</sup>	7.45 <sup>39</sup>			9.30	
0	<b>CATON.</b> 3.9		4.28	11.20	6.32	5.37			1.27		11.25	10.48	7.28			9.10	
26.4	<b>TOLUCA.</b> 6.0	N	4.22	11.13	6.26	5.30			1.22		11.15	10.35	7.20			8.50 8.15	
26.4	<b>LA ROSE.</b> 6.5	N	4.10	11.05	6.15	5.20			1.10		11.00	10.11	7.00			7.55	
26.4	<b>WILBERN.</b> 4.2	N	3.58	10.57	6.03	5.08			12.58		10.38 <sup>3</sup>	9.47	6.43			7.35	
0	<b>HOLTON.</b> 3.5	N	3.48	10.51	5.55	5.02			12.51		10.15	9.35	6.30			7.15	
	<b>CHILlicothe.</b>	N	3.41 AM	10.45 AM	5.50 <sup>7</sup> AM	4.55 PM			12.45 PM		10.05 <sup>5</sup> PM	9.20 AM	6.20 PM			7.00 AM	
	92.9		Leave Daily.	Leave Sunday and Thursday.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	

Passenger trains must use 45 seconds, and freight trains 1½ minutes, in crossing Illinois River bridge.

No. 8 will stop on flag at Mazon for passengers for Chicago and East.

**NO. 4 RUNS SUNDAY AND THURSDAY.**

Average speed per hour..... (32.8) (42.2) (38.4) (36.5) (29.6) (30.7) (31.4) (17.5) (16.7) (15.7) (16.0) (9.1) (9.2) (12.1)

All Trains must get Clearance Cards at Streator and Chillicothe.

All trains will reduce speed to 15 miles per hour through Toluca Yard, and keep sharp lookout for T. M. & N. engines or trains on main line.

Trains 2, 4, 6, 8 and 24, will register by Form 903 at Ancona. All eastbound trains will register by Form 903 at Plaines.

**NO. 7 HAS RIGHT OVER ALL TRAINS.**

ILLINOIS DIVISION—SECOND DISTRICT.

WESTWARD.

Third Class.	Second Class.		First Class.						Capacity of Sidings.	Fuel, Water, and Turn Tables and Wyes.	TIME TABLE No. 22, June 19, 1904.	Ruling Grade Ascending.	Distance from Chicago.
	55	39	33	23	19	7	5	3					
Way Freight.	Fast Freight.	Colo., Cal., Tex. and Kas. Fast Freight.	Ft. Madison Express.	Kansas City Express.	Mail and Express.	Colorado and Utah Express.	California Limited.	Mexico and California Express.	No. Cars.	STATIONS.	Miles.		
Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Tuesday and Saturday.	Leave Daily.					
AM 7.00	PM 11.10	AM 3.36 <sup>2</sup>	PM 12.35 <sup>24</sup>		AM 5.52	PM 10.10	PM 10.52	AM 1.27	1265	W F	CHILLICOTHE. 1.9	134.3	
7.30	11.50	4.20	\$12.52		6.10	10.30	11.10	1.47	10		NORTH HAMPTON. 6.1	136.2	
7.50	AM 12.15	4.41	\$ 1.06		6.18	10.40	11.20	1.55	175		EDELSTEIN. 6.3	142.3	
8.05 <sup>32</sup>	12.27	4.51	\$ 1.13		6.23	10.46	11.26	2.01	176	W	R. I. & P. R. R. Crossing. 0.3	148.6	
8.25	12.47	5.10 <sup>6</sup>	\$ 1.25		6.30	10.55	11.33	2.08	136		PRINCEVILLE. 3.4	148.9	
8.40	1.05	5.29	\$ 1.37		6.36	11.03	11.39	2.14	160		MONICA. 0.2	152.3	
9.00	1.25	5.44	\$ 1.49		6.42	11.10	11.45	2.21	161	W	C. E. & Q. R. R. Crossing. 5.1	152.5	
9.10	1.35	5.52	\$ 1.55 <sup>56</sup>		6.45	11.14	11.49	2.25	143		LAURA. 5.0	157.6	
9.42 <sup>4</sup>	2.00	6.15	f 2.10		6.54 <sup>32</sup>	11.25	11.57	2.34 <sup>2</sup>	79		WILLIAMSFIELD. 5.0	162.6	
9.47	2.04	6.18	f 2.13		6.56	11.27	11.59	2.36	20	W	DAHINDA. 2.8	167.6	
10.15 <sup>24</sup> 11.40 <sup>56</sup>	2.20 <sup>2</sup> 2.52 <sup>1</sup>	6.35 <sup>32</sup>	\$ 2.20 <sup>34</sup>		\$ 7.02	\$11.35	AM 12.06	\$ 2.45 <sup>89</sup>	400	W F	APPLETON. 6.7	170.4	
PM 12.05	3.20	6.59	f 2.32		7.12	11.45	12.14	2.52	148		KNOX. 1.4	177.1	
12.17	3.33	7.12 <sup>7</sup> 7.21	\$ 2.38		7.15 <sup>33</sup>	11.49	12.18	2.55	20		EAST GALESBURG. 3.7	178.5	
12.37	3.58	7.45	f 2.47		7.21	11.55	12.24	3.01	116		GALESBURG. 5.6	182.2	
12.45	4.08 <sup>6</sup>	7.50	f 2.50		7.23	11.57	12.26	3.04	110		SURREY. 2.8	187.3	
1.00	4.35	8.06	f 3.03 <sup>8</sup>		7.30	AM 12.03	12.34	3.11	56		CAMERON. 4.1	190.6	
1.15 <sup>34</sup>	5.00	8.20	\$ 3.13		7.35	12.10	12.40	3.17	163	W	NEMO. 1.6	194.7	
1.30	5.15 <sup>32</sup>	8.30	\$ 3.20		7.39	12.16	12.45	3.21	106		ORMONDE. 5.3	196.3	
1.50	5.35	8.52 <sup>4</sup>	\$ 3.30		7.44	f 12.23	12.53	3.26	192		PONEMAH. 4.4	201.6	
2.05	5.55	9.04 <sup>56</sup>	f 3.37		7.48	12.30	12.57	3.31 <sup>6</sup>	177		SMITHSHIRE. 3.1	206.0	
2.30 <sup>3</sup>	6.20	9.18	\$ 3.50		7.56	12.40	1.07 <sup>2</sup>	3.38	179	W	MEDIA. 4.2	209.1	
3.00	6.50	9.35 <sup>24</sup>	\$ 4.04		8.03 <sup>56</sup>	f 12.49	1.14	3.46	140		STRONGHURST. 3.6	213.3	
3.10	7.00	9.45	\$ 4.08		8.06	12.53 <sup>2</sup>	1.17	3.49	157	W	DECORRA. 6.5	216.9	
3.35	7.27 <sup>56</sup>	10.00	\$ 4.17		8.11	12.58	1.22	3.56 <sup>32</sup>	157		LOMAX. 5.9	223.4	
3.55	7.40	10.17	\$ 4.23		AM 10.00	\$ 8.18 <sup>4</sup>	\$ 1.05	\$ 1.30	167		DALLAS. 1.8	229.3	
4.15 PM	7.50 AM	10.30 AM	4.30 <sup>20</sup> PM	10.05 AM	8.22 AM	1.10 AM	1.35 AM	4.10 AM	75		PONTOOSUC. 4.4	231.1	
Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	107		EAST FT. MADISON. 1.9	235.5	
									1285	W F T Y	FORT MADISON. 1.6	237.4	
											SHOPTON. (104.7)	239.0	

(12.0) (13.0) (15.4) (25.8) (34.8) (41.9) (34.9) (40.1) (38.5) ..... Average speed per hour.

Each 12 hours, during day or night, one or more Engines will be assigned as helpers on Chillicothe Hill, and, without running orders, may run west from Chillicothe when coupled ahead of a Road Engine with a Train having right from Chillicothe to Edelstein. Helping Enginemen must not leave Edelstein without getting a Clearance Card before each eastbound trip.

All trains must get Clearance Cards before leaving Shopton and Chillicothe.

All Trains must reduce speed to 30 miles an hour crossing Bridges 220 and 280.

Passenger Trains must use 3 minutes and Freight Trains 5 minutes crossing Mississippi River Bridge.

NO. 7 HAS RIGHT OVER ALL TRAINS.

NO. 3 LEAVES CHILLICOTHE TUESDAY AND SATURDAY, AND ARRIVES SHOPTON WEDNESDAY AND SUNDAY.



ILLINOIS DIVISION.—SECOND DISTRICT.

EASTWARD.

Station	Time Table	No. 22, June 19, 1904.	Grade	First Class.					Second Class.			Third Class.	
				2	4	6	8	24	20	32	34	56	
STATIONS.	CHILLICOTHE.	1.9	N	Atlantic Express.	Chicago Limited.	Chicago Express.	Chicago Mail and Express.	Chicago Express.	Chicago Ex. Sunday.	Stock Express Mixed.	Meat Express.	Fruit Express.	Way Freight.
31.7	NORTH HAMPTON.	6.1	N	Atlantic Express.	Chicago Limited.	Chicago Express.	Chicago Mail and Express.	Chicago Express.	Chicago Ex. Sunday.	Stock Express Mixed.	Meat Express.	Fruit Express.	Way Freight.
31.7	EDDELSTEIN.	6.3	N	Atlantic Express.	Chicago Limited.	Chicago Express.	Chicago Mail and Express.	Chicago Express.	Chicago Ex. Sunday.	Stock Express Mixed.	Meat Express.	Fruit Express.	Way Freight.
22.2	E. I. & F. R. Crossing.	0.8	N	Atlantic Express.	Chicago Limited.	Chicago Express.	Chicago Mail and Express.	Chicago Express.	Chicago Ex. Sunday.	Stock Express Mixed.	Meat Express.	Fruit Express.	Way Freight.
22.2	PRINCETONVILLE.	3.4	D	Atlantic Express.	Chicago Limited.	Chicago Express.	Chicago Mail and Express.	Chicago Express.	Chicago Ex. Sunday.	Stock Express Mixed.	Meat Express.	Fruit Express.	Way Freight.
0	MONICA.	0.2	D	Atlantic Express.	Chicago Limited.	Chicago Express.	Chicago Mail and Express.	Chicago Express.	Chicago Ex. Sunday.	Stock Express Mixed.	Meat Express.	Fruit Express.	Way Freight.
31.7	C. B. & Q. R. Crossing.	5.1	N	Atlantic Express.	Chicago Limited.	Chicago Express.	Chicago Mail and Express.	Chicago Express.	Chicago Ex. Sunday.	Stock Express Mixed.	Meat Express.	Fruit Express.	Way Freight.
31.7	LAURA.	5.0	N	Atlantic Express.	Chicago Limited.	Chicago Express.	Chicago Mail and Express.	Chicago Express.	Chicago Ex. Sunday.	Stock Express Mixed.	Meat Express.	Fruit Express.	Way Freight.
31.7	WILLIAMSFIELD.	5.0	N	Atlantic Express.	Chicago Limited.	Chicago Express.	Chicago Mail and Express.	Chicago Express.	Chicago Ex. Sunday.	Stock Express Mixed.	Meat Express.	Fruit Express.	Way Freight.
26.4	DAHINDA.	2.8	D	Atlantic Express.	Chicago Limited.	Chicago Express.	Chicago Mail and Express.	Chicago Express.	Chicago Ex. Sunday.	Stock Express Mixed.	Meat Express.	Fruit Express.	Way Freight.
0	APPLETON.	6.7	N	Atlantic Express.	Chicago Limited.	Chicago Express.	Chicago Mail and Express.	Chicago Express.	Chicago Ex. Sunday.	Stock Express Mixed.	Meat Express.	Fruit Express.	Way Freight.
0	KNOX.	1.4	N	Atlantic Express.	Chicago Limited.	Chicago Express.	Chicago Mail and Express.	Chicago Express.	Chicago Ex. Sunday.	Stock Express Mixed.	Meat Express.	Fruit Express.	Way Freight.
0	EAST GALESBURG.	3.7	D	Atlantic Express.	Chicago Limited.	Chicago Express.	Chicago Mail and Express.	Chicago Express.	Chicago Ex. Sunday.	Stock Express Mixed.	Meat Express.	Fruit Express.	Way Freight.
26.4	GALESBURG.	5.6	N	Atlantic Express.	Chicago Limited.	Chicago Express.	Chicago Mail and Express.	Chicago Express.	Chicago Ex. Sunday.	Stock Express Mixed.	Meat Express.	Fruit Express.	Way Freight.
21.1	SURREY.	2.8	N	Atlantic Express.	Chicago Limited.	Chicago Express.	Chicago Mail and Express.	Chicago Express.	Chicago Ex. Sunday.	Stock Express Mixed.	Meat Express.	Fruit Express.	Way Freight.
31.7	CAMERON.	4.1	D	Atlantic Express.	Chicago Limited.	Chicago Express.	Chicago Mail and Express.	Chicago Express.	Chicago Ex. Sunday.	Stock Express Mixed.	Meat Express.	Fruit Express.	Way Freight.
31.7	NEMO.	1.6	N	Atlantic Express.	Chicago Limited.	Chicago Express.	Chicago Mail and Express.	Chicago Express.	Chicago Ex. Sunday.	Stock Express Mixed.	Meat Express.	Fruit Express.	Way Freight.
31.7	ORMONDE.	5.3	N	Atlantic Express.	Chicago Limited.	Chicago Express.	Chicago Mail and Express.	Chicago Express.	Chicago Ex. Sunday.	Stock Express Mixed.	Meat Express.	Fruit Express.	Way Freight.
31.7	PONEMAH.	4.4	N	Atlantic Express.	Chicago Limited.	Chicago Express.	Chicago Mail and Express.	Chicago Express.	Chicago Ex. Sunday.	Stock Express Mixed.	Meat Express.	Fruit Express.	Way Freight.
0	SMITHSHIRE.	3.1	N	Atlantic Express.	Chicago Limited.	Chicago Express.	Chicago Mail and Express.	Chicago Express.	Chicago Ex. Sunday.	Stock Express Mixed.	Meat Express.	Fruit Express.	Way Freight.
31.7	MEDIA.	4.2	D	Atlantic Express.	Chicago Limited.	Chicago Express.	Chicago Mail and Express.	Chicago Express.	Chicago Ex. Sunday.	Stock Express Mixed.	Meat Express.	Fruit Express.	Way Freight.
31.7	STRONGHURST.	3.6	N	Atlantic Express.	Chicago Limited.	Chicago Express.	Chicago Mail and Express.	Chicago Express.	Chicago Ex. Sunday.	Stock Express Mixed.	Meat Express.	Fruit Express.	Way Freight.
31.7	DECOORA.	6.5	N	Atlantic Express.	Chicago Limited.	Chicago Express.	Chicago Mail and Express.	Chicago Express.	Chicago Ex. Sunday.	Stock Express Mixed.	Meat Express.	Fruit Express.	Way Freight.
31.7	LONAX.	5.9	N	Atlantic Express.	Chicago Limited.	Chicago Express.	Chicago Mail and Express.	Chicago Express.	Chicago Ex. Sunday.	Stock Express Mixed.	Meat Express.	Fruit Express.	Way Freight.
0	DALLAS.	1.8	N	Atlantic Express.	Chicago Limited.	Chicago Express.	Chicago Mail and Express.	Chicago Express.	Chicago Ex. Sunday.	Stock Express Mixed.	Meat Express.	Fruit Express.	Way Freight.
0	PONTOOSUC.	4.4	D	Atlantic Express.	Chicago Limited.	Chicago Express.	Chicago Mail and Express.	Chicago Express.	Chicago Ex. Sunday.	Stock Express Mixed.	Meat Express.	Fruit Express.	Way Freight.
0	EAST FT. MADISON.	1.9	N	Atlantic Express.	Chicago Limited.	Chicago Express.	Chicago Mail and Express.	Chicago Express.	Chicago Ex. Sunday.	Stock Express Mixed.	Meat Express.	Fruit Express.	Way Freight.
31.7	FORT MADISON.	1.6	N	Atlantic Express.	Chicago Limited.	Chicago Express.	Chicago Mail and Express.	Chicago Express.	Chicago Ex. Sunday.	Stock Express Mixed.	Meat Express.	Fruit Express.	Way Freight.
0	SHOPTON.	(104.7)	N	Atlantic Express.	Chicago Limited.	Chicago Express.	Chicago Mail and Express.	Chicago Express.	Chicago Ex. Sunday.	Stock Express Mixed.	Meat Express.	Fruit Express.	Way Freight.

Average speed per hour ..... (35.0) (43.3) (33.7) (38.8) (31.1) (20.2) (16.6) (16.8) (13.8)

**NO. 7 HAS RIGHT OVER ALL TRAINS.**  
**NO. 4 RUNS SUNDAY AND THURSDAY.**

All Trains must get Clearance Cards before leaving Shopton and Chillicothe.  
All Trains must reduce speed to 30 miles an hour crossing Bridges 220 and 280.  
Passenger Trains must use 3 minutes and Freight Trains 5 minutes crossing Mississippi River Bridge.  
No. 8 will stop on flag at Dallas, Stronghurst and Williamsfield for passengers for Chicago and East.  
No. 39 and No. 56 meet on double track between Shopton and Ft. Madison.

ILLINOIS DIVISION.—PEKIN DISTRICT.

WESTWARD.														EASTWARD.			
Third Class.	Second Class.	First Class.		Capacity of Sidings.	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 22, June 19, 1904.	Ruling Grade Ascending.	Distance from Chicago.	Telegraph Offices.	First Class.		Second Class.		Third Class.		
49		47	13								14		48		50		
Way Freight.	Through Freight.	Pekin Express.		No. Cars.			STATIONS.	Miles.			Chicago Express.	Through Freight.	Way Freight.				
Leave Daily Ex. Sunday.	Leave Daily Ex. Monday.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.								Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.				
AM 6.15	AM 3.20	PM 4.15		160	Y	0	ANCONA. 2.8	0	99.9	N	AM 9.57	PM 10.40	PM 3.05				
6.28	3.30	4.21		37		15.8	LONG POINT. 4.5	0	102.7	D	9.50	10.20	2.45				
6.55	3.45	4.30		84		33.3	DANA. 5.9	18.5	107.2	D	9.40	10.00	2.20				
						0	Illinois Central Crossing. 0.1	0	113.1								
7.27	4.10	4.43		139		52.8	MINONK. 5.9	39.6	113.2	D	9.29	9.40	1.48				
8.00	4.30	4.57		84	W	26.4	BENSON. 5.5	48.6	119.1	D	9.17	9.05	1.25				
8.30 9.08 <sup>14</sup>	4.50	5.06		100	WF	66.0	ROANOKE. 6.2	66.0	124.6	D	9.08 <sup>49</sup>	8.40	1.00 PM				
9.43	5.15	5.20		No Siding.		0	STREATOR JUNC. 0.4	52.8	130.8		8.58	8.05	11.30				
				15			EUREKA. 5.5		131.2	N							
10.15	5.37	5.32		No Siding.		50.2	PEKIN JUNCTION. 1.4	32.2	136.7		8.45	7.45	10.40				
10.25 <sup>50</sup>	5.43	5.35		39	W	58.6	WASHINGTON. 3.1	52.8	138.1	D	8.42	7.40	10.25 <sup>49</sup>				
10.41	5.55	5.42		26		44.3	COOPER. 2.4	52.8	141.2	D	8.36	7.30	10.10				
10.53	6.05	5.47		17		26.4	CRANDALL. L. E. & W. Crossing. 2.3	26.4	143.6	D	8.32	7.18	10.00				
11.15	6.13	5.54		46		0	MORTON. 0.1	0	145.9	D	8.27	7.12	9.50				
						66.5	T. H. & P. Crossing. 3.5	33.3	146.0	D							
11.30	6.27	6.01		20		77.0	GROVELAND. 7.2	63.4	149.5	D	8.20	7.00	9.35				
				85		0	FAIR GROUNDS. 0.2		156.7								
						0	St. L. P. & N. Crossing. 1.0	76.5	156.9								
PM 12.15 PM	7.00 AM	6.20 <sup>48</sup> PM		273	WFT		PEKIN.		157.9	D	8.00 AM	6.20 <sup>13</sup> PM	9.00 AM				
Arrive Daily Ex. Sunday.	Arrive Daily Ex. Monday.	Arrive Daily Ex. Sunday.					(58.0)				Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.				

(10.2) (15.1) (27.8) .....Average speed per hour..... (29.7) (16.1) (9.3)

Conductors and Enginemen will be governed by time, rules and regulations of T. P. & W. R. R. Co. between Streator Junction and Pekin Junction.

All Trains must get Clearance Cards before leaving Pekin and Ancona.

No Switch Lights on Pekin District.

Water Tank 2 1/2 miles west of Minonk.

All trains reduce speed to 20 miles per hour in passing over bridge 68 between Groveland and Pekin.

Passengers will be carried on the following Freight Trains only; when more than one section, only the last section will carry passengers.

**EASTERN GRAND DIVISION.**

ILLINOIS DIVISION.—Trains 48, 49, 50, 53, 54, 55, 56; 51 and 52 between Joliet and Streator.

MISSOURI DIVISION.—Trains 45, 59, 60; 57 and 58 between Dumas and Marceline.

EASTERN DIVISION.—Train 63 between Topeka and Osage City; 64 between Emporia and Burlingame; 120 between Topeka and Atchison; 135 between Ottawa and Lawrence.

MIDDLE DIVISION.—Trains 387, 388, 351 and 352; 309 between Abilene and Superior; 38 between Winfield and Florence; 71 between Florence and Newton; 72 between Newton and Strong City.

SOUTHERN KANSAS DIVISION.—Trains 215, 216, 221, 222, 261, 262; 263 and 264 west of Independence; 218 and 219 between Chanute and Winfield.

OKLAHOMA DIVISION.—Trains 415, 416, 417, 418, 420, 421, 422, 423, 424 and 425; 413 and 414 between Newkirk and Cushing; 37 between Newkirk and Ponca City.

**WESTERN GRAND DIVISION.**

WESTERN DIVISION.—Trains 77, 78, 79, 80, 81, 82, 83, 84.

COLORADO DIVISION.

NEW MEXICO DIVISION.

RIO GRANDE DIVISION.—Trains 99, 100, 828 and 829.

PANHANDLE DIVISION—Trains 521, 522, 523, 524, 530, 531, 535 and 536.

**Men in charge of stock, when holding proper transportation, will be carried on any train having stock.**

No. 1 will stop at any station east of Kansas City for passengers destined to El Paso, Deming, or south or west thereof. It will also stop at any station east of Kansas City for passengers ticketed to Arizona and California points. Between Newton and La Junta will stop for passengers ticketed to Southern California points.

No. 2 will stop at any station to discharge passengers from points west and south of La Junta; and will also stop at any station on New Mexico Division to discharge passengers from west of Albuquerque.

No. 3 will stop at Holliday and Lawrence for passengers holding first class tickets for California.

No. 5 will stop at any station in Illinois for passengers ticketed to Kansas City or beyond. On flag at Wyaconda and Gibbs for passengers for Kansas City, and will stop at Wyaconda to discharge passengers from Chicago. It will also stop at Sugar Creek to discharge passengers from east. It will also stop at any station on Eastern and Middle Divisions to discharge passengers from east of Kansas City; and between La Junta and Denver to discharge passengers from east of La Junta. Between Ellinwood and Dodge City will stop to discharge passengers from McPherson District.

No. 6 will stop at Littleton for passengers for east and south of Newton, and will stop at any station east of Kansas City to discharge passengers from points west of Kansas City. It will also stop at any station east of Dodge City to discharge passengers from west of La Junta, and east of Newton to

discharge passengers from south of Purcell. It will also stop at any station east of Lexington Junction to discharge passengers from St. Joseph District.

No. 7 will stop on flag at stations between Olathe and North Ottawa for passengers ticketed to stations west of Emporia at which the train stops. It will also stop at any station south of La Junta to discharge passengers from east of La Junta.

No. 8 will stop at any station on Middle and Eastern Divisions to discharge passengers from west of Newton, and will stop at any station east of Kansas City to discharge passengers from west of Kansas City.

No. 9 will stop on flag at Holliday and Lawrence for passengers ticketed to Colorado points at which the train stops.

No. 10 will stop at Florence and Strong City to discharge passengers from west of Newton for points on McPherson, Strong City, Salina, Minneapolis, and Second Districts.

No. 17 will stop at any station west of Arkansas City to discharge passengers from east and west of Newton.

No. 18 will stop at any station east of Newton to discharge passengers from points south of Newton.

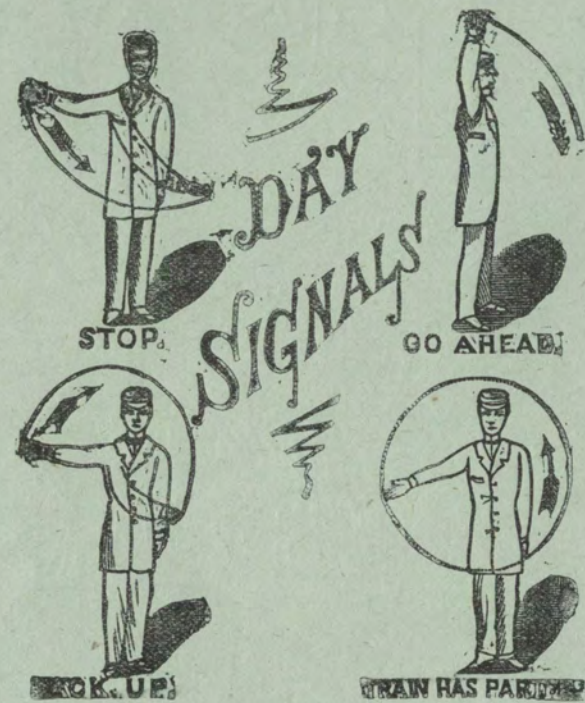
No. 116 will stop at any station between Newton and Kansas City to discharge passengers from south or west of Newton.

No. 405 will stop at any station to discharge passengers from east of Newton.

No. 3 C. & S. will stop at any station to discharge passengers from Colorado Midland Railway at Colorado Springs.

**THE FOLLOWING SIGNS INDICATE —**

S — Regular stop; f — Stop on signal; ¶ — Stop for meals; N — Day and night telegraph office; G — Night telegraph office; D — Day telegraph office; p — Day and night telephone office; d p — Day telephone office; n p — Night telephone office; W — Water station; F — Fuel station; T — Turn table; Y — Wye.



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

Dr. J. P. KASTER, Chief Surgeon, Topeka.

Drs. MINNEY & MAGEE, Specialists Eye and Ear, Topeka.

Dr. L. H. MUNN, Specialist Diseases Nerves and Spine, Topeka.

Dr. C. A. McGUIRE, Consultant, Topeka.

### ILLINOIS DIVISION.

Dr. H. G. MARTIN, 12th and State Sts., Chicago.  
 Dr. T. J. KASTER, 12th and State Sts., Chicago.  
 Dr. J. A. FITZPATRICK, Lemont.  
 Dr. EARL R. STEEN, Joliet.

Dr. W. L. SMITH, Streator.  
 Dr. O. P. BENNETT, Mazon.  
 Dr. W. E. SCHENCK, Pekin.  
 Dr. O. F. THOMAS, Chillicothe.

Dr. H. C. HOPPER, Galesburg.  
 Dr. E. C. CHAPMAN, Hospital, Ft. Madison.  
 Dr. I. N. SMITH, Toluca.  
 Dr. W. H. NEWLON, Fort Madison.

Map of  
The Atchison, Topeka & Santa Fe Railway System  
and Connections.

