

The Atchison, Topeka & Santa Fe Railway Co.



EASTERN LINES.

EASTERN DISTRICT.



ILLINOIS DIVISION.

EMPLOYEES' TIME TABLE No. 52.

IN EFFECT

SUNDAY, JUNE 9, 1929,

AT 12:01 O'CLOCK A.M.

CENTRAL STANDARD TIME.

Superseding Time Table No. 51, Dated July 1, 1928, and any Supplements thereto.

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

F. A. LEHMAN,
General Manager,
TOPEKA, KANSAS.

D. S. FARLEY,
Asst. General Manager,
TOPEKA, KANSAS.

H. R. LAKE,
Supt. Transportation,
CHICAGO, ILLINOIS.

G. H. MINCHIN,
Superintendent,
CHILLICOTHE, ILLINOIS.

ILLINOIS DIVISION.—FIRST DISTRICT.

WESTWARD.

| Capacity of Other Tracks in 44 ft. Cars. | Capacity of Sidings in 44 ft. cars. | | Third Class. | | | | First Class. | | | | | | | | | | Fuel, Water, Turn Tables and Wyes. | TIME TABLE No. 52, June 9, 1929. | Ruling Grade Ascending. | Distance from Chicago. |
|--|-------------------------------------|------|-------------------------|--|---|----------------------------------|--------------------------|---------------|-----------------------|---------------------|--------------------|-------------------------|----------------|--------------------------|---------------|-------------------|------------------------------------|--|-------------------------|-------------------------------|
| | East | West | 51 | 33 | 31 | 43 | 21 | 7 | 23 | 3 | 5 | 9 | 13 | 19 | 1 | 15 | | | | |
| | | | Way Freight. | California, Texas, Okla. Fast Freight. | New Mexico, Colo., Kansas Fast Freight. | Arizona-California Fast Freight. | The Missionary. | Fast Mail. | Grand Canyon Limited. | California Limited. | The Kansas Cityan. | The Navajo. | Pekin Express. | The Chief. | The Scout. | Mail and Express. | | | | |
| | | | Leave Daily Ex. Sunday. | Leave Daily. | Leave Daily. | Leave Daily. | Leave Daily. | Leave Daily. | Leave Daily. | Leave Daily. | Leave Daily. | Leave Daily Ex. Sunday. | Leave Daily. | Leave Daily. | Leave Daily. | Leave Daily. | | | | |
| Yard | | | | | | | PM 11.00 | PM 10.45 | PM 10.15 | PM 8.15 | PM 6.00 | PM 1.35 | PM 12.15 | AM 11.15 | AM 10.00 | AM 2.30 | | | | |
| Yard | | | | | | | | | | | | | | | | | | | | |
| Yard | | | | | | | | | | | | | | | | | | | | |
| Yard | | | | | | | AM 6.45 | PM 8.15 | PM 7.00 | AM 8.30 | | | | | | | | | | |
| Yard | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | 6.55 | | | 11.19 | 11.04 | 10.34 | 8.34 | 6.19 | 1.54 | 12.35 | 11.34 | 10.19 | 2.49 | |
| 181 | 68 | 93 | | | | | 7.25 | | | 11.26 | 11.11 | 10.41 | 8.41 | 6.26 | 2.01 | 12.44 | 11.41 | 10.26 | 2.56 | |
| | | | | | | | | | | | | | | | | | | | | |
| 84 | 234 | 93 | | | | | 8.10 | | | 11.31 | 11.16 | 10.46 | 8.46 | 6.31 | 2.06 | 12.52 | 11.46 | 10.31 | 3.01 | |
| | | | | | | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | | | |
| 135 | | | | | | | | | | | | | | | | | | | | |
| 50 | | | | | | | 8.45 | | | 11.40 | 11.25 | 10.55 | 8.55 | 6.40 | 2.15 | 1.08 | 11.55 | 10.40 | 3.10 | |
| 25 | 66 | 93 | | | | | 9.10 | | | | | | | | | | | | | |
| 74 | 122 | | | | | | 9.35 | | | 11.49 | 11.34 | 11.04 | 9.04 | 6.49 | 2.24 | 1.22 | PM 12.04 | 10.49 | 3.19 | |
| Yard | 118 | | | | | | 10.10 AM | 9.55 PM | 8.40 PM | 10.15 AM | 12.01 AM | 11.45 PM | 11.15 PM | 9.15 PM | 7.00 PM | 2.35 PM | 1.35 PM | 12.15 PM | 11.00 AM | 3.30 AM |
| | | | | | | | Arrive Daily Ex. Sunday. | Arrive Daily. | Arrive Daily. | Arrive Daily. | Arrive Daily. | Arrive Daily. | Arrive Daily. | Arrive Daily Ex. Sunday. | Arrive Daily. | Arrive Daily. | Arrive Daily. | | | |
| | | | | | | | (9.1) | | | (86.9) | (37.5) | (37.5) | (37.5) | (37.5) | (37.5) | (27.9) | (37.5) | (37.5) | (37.5) | Average speed per hour. |

| STATIONS. | Miles. |
|--------------------------|--------|
| CHICAGO. | |
| 1.2 | 0 |
| C. & W. I. JCT. | 1.2 |
| 0.0 | 79.2 |
| 18TH ST. YARD. | 1.2 |
| 0.1 | 0 |
| Stewart Avenue Crossing. | 1.3 |
| 1.8 | 0 |
| DRAWBRIDGE. | 3.1 |
| 1.3 | 26.4 |
| Panhandle Crossing. | 4.4 |
| 1.5 | 35.8 |
| I. N. Crossing. | 5.9 |
| 0.1 | 0 |
| CORWITH. | 6.0 |
| 0.1 | 0 |
| CORWITH JCT. | 6.1 |
| 1.1 | 0 |
| Chicago Belt Crossing. | 7.2 |
| NERSKA. | 7.2 |
| 5.5 | 0 |
| MCCOOK. | 12.7 |
| 0.2 | 0 |
| B. & O. C. T. Crossing. | 12.9 |
| 1.7 | 0 |
| HODGKINS. | 14.6 |
| 2.8 | 0 |
| WILLOW SPRINGS. | 17.4 |
| 1.6 | 0 |
| SANTA FE PARK. | 19.0 |
| 1.5 | 0 |
| BYRNEVILLE. | 20.5 |
| 2.8 | 0 |
| TEDENS. | 22.9 |
| 1.8 | 0 |
| LEMONT. | 25.1 |
| 4.2 | 0 |
| ROMEO. | 29.3 |
| 3.4 | 0 |
| LOCKPORT. | 32.7 |
| 4.8 | 10.6 |
| JOLIET U. D. | 37.5 |
| C. B. I. & P. Crossing. | |
| (37.5) | |

NOS. 31, 33 AND 43 HAVE NO TIME TABLE AUTHORITY.

First District trains have no time table superiority between Chicago and Nerska and will be governed by C. & W. I. time table and rules between Chicago and C. & W. I. Jct. and by Chicago Terminal time table between C. & W. I. Jct. and Nerska.

ILLINOIS DIVISION.—FIRST DISTRICT.

EASTWARD.

| Running Grade Ascending. | TIME TABLE No. 52, June 9, 1929. | Telegraph and Telephone Offices. | First Class. | | | | | | | | | | Third Class. | | | | |
|-----------------------------|--|-------------------------------------|---------------|---------------|--------------------------|------------------------|---------------|---------------|-----------------------------|--------------------|---------------|--------------------------|-------------------|-------------------|------------------|-----------------------------|--|
| | | | 2 | 6 | 24 | 4 | 20 | 10 | 12 | 22 | 8 | 32 | 34 | 16 | 40 | 52 | |
| | | | The Navajo. | Chicagoan. | Grand Canyon Limited. | California Limited. | The Chief. | The Scout. | Chicago Express. | The Missionary. | The Hopl. | Chicago Fast Freight. | Fruit Express. | Stock Express. | Meat Express. | Way Freight. | |
| STATIONS. | | | Arrive Daily. | Arrive Daily. | Arrive Daily. | Arrive Daily. | Arrive Daily. | Arrive Daily. | Arrive Daily Ex. Sunday. | Arrive Daily. | Arrive Daily. | Arrive Daily. | Arrive Daily. | Arrive Daily. | Arrive Daily. | Arrive Daily Ex. Sunday. | |
| 0 | CHICAGO. | C | AM 6.55 | AM 8.10 | AM 8.30 | AM 9.15 | AM 9.45 | AM 10.00 | PM 2.30 | PM 8.15 | PM 8.30 | | | | | | |
| | 1.2 C. & W. I. JCT. | | | | | | | | | | | | | | | | |
| 79.2 | 0.0 18TH ST. YARD. | | | | | | | | | | | | | AM 5.30 | | | |
| 0 | 0.1 Stewart Avenue Crossing. | | | | | | | | | | | | | | | | |
| 0 | 1.8 DRAWBRIDGE. | | | | | | | | | | | | | | | | |
| 0 | 1.3 Panhandle Crossing. | | | | | | | | | | | | | | | | |
| 0 | 1.5 I. N. Crossing. | | | | | | | | | | | | | | | | |
| 0 | 0.1 CORWITH. | C | | | | | | | | | | AM 4.00 | AM 5.00 | | PM 3.00 | PM 3.00 | |
| 0 | 0.1 CORWITH JCT. | | | | | | | | | | | | | | | | |
| 0 | 1.1 Chicago Belt Crossing. | C | 6.30 | 7.45 | 8.05 | 8.50 | 9.20 | 9.35 | 2.05 | 7.50 | 8.05 | | | | | 2.40 | |
| 0 | 5.5 NERSKA. | C | 6.22 | 7.37 | 7.57 | 8.40 | 9.12 | 9.27 | f 1.56 ⁵² | 7.40 | 7.57 | | | | 2.30 | 2.15 ¹² 1.50 | |
| 0 | 0.2 McCOOK. | C | | | | | | | | | | | | | | | |
| 0 | 0.2 B. & O. C. T. Crossing. | | | | | | | | | | | | | | | | |
| 0 | 1.7 HODGKINS. | | | | | | | | f 1.51 | | | | | | | 1.15 | |
| 0 | 2.8 WILLOW SPRINGS. | C | 6.16 | 7.31 | 7.51 | 8.33 | 9.06 | 9.21 | f 1.46 | 7.32 | 7.51 | | | | | 1.05 | |
| 0 | 1.6 SANTA FE PARK. | | | | | | | | f 1.43 | | | | | | | | |
| 0 | 1.5 BYRNEVILLE. | | | | | | | | f 1.40 | | | | | | | 12.45 | |
| 0 | 2.8 TEDENS. | | | | | | | | 1.35 | | | | | | | 12.35 | |
| 0 | 1.8 LEMONT. | C | 6.07 | 7.22 | 7.42 | 8.24 | 8.57 | 9.12 | s 1.31 | 7.22 | 7.42 | | | | | 12.25 PM | |
| 13.7 | 4.2 ROMEO. | C | 6.01 | 7.16 | 7.36 | 8.17 | 8.51 | 9.06 | f 1.24 | | | | | | | 11.55 | |
| 10.6 | 3.4 LOCKPORT. | C | 5.55 | 7.11 | 7.32 | 8.12 | 8.45 | 9.02 | s 1.17 | 7.12 | 7.32 | | | | | 11.30 | |
| 10.6 | 4.8 JOLIET U. D. C. B. I. & P. Crossing. | C | 5.45 AM | 7.00 AM | 7.18 AM | 8.00 AM | 8.35 AM | 8.50 AM | 1.05 PM | 7.00 PM | 7.18 PM | 1.25 AM | 1.30 AM | 3.37 AM | 1.00 PM | 10.15 AM | |
| | (37.5) | | Leave Daily. | Leave Daily. | Leave Daily. | Leave Daily. | Leave Daily. | Leave Daily. | Leave Daily Ex. Sunday. | Leave Daily. | Leave Daily. | Leave Daily. | Leave Daily. | Leave Daily. | Leave Daily. | Leave Daily Ex. Sunday. | |
| Average speed per hour..... | | | (32.1) | (32.1) | (31.2) | (30.0) | (32.1) | (32.1) | (26.4) | (30.0) | (31.2) | (9.0) | | | | | |

NOS. 16, 32, 34 AND 40 HAVE NO TIME TABLE AUTHORITY.

First District trains have no time table superiority between Nerska and Chicago and will be governed by Chicago Terminal time table between Nerska and C. & W. I. Jct., and by C. & W. I. time table and rules between C. & W. I. Jct., and Chicago.

ILLINOIS DIVISION.—FIRST DISTRICT.

EASTWARD.

| Ruling Grade Ascending. | TIME TABLE No. 52, June 9, 1929. | Telegraph and Telephone Office. | First Class. | | | | | | | | | | Third Class. | | | | | Capacity of Other Tracks in 44 ft. Cars. | Capacity of Sidings in 44 ft. Cars. | | | |
|-----------------------------|---|------------------------------------|---------------|---------------|--------------------------|------------------------|--------------------|--------------------|-----------------------------|-----------------------------|--------------------|---------------|------------------|-------------------|--------------------------|-----------------------------|-----------------------------|--|---|----------------------------|------|----------------|
| | | | 2 | 6 | 24 | 4 | 20 | 10 | 26 | 12 | 22 | 8 | 40 | 34 | 32 | 16 | 48 | | | 52 | 54 | 50 |
| | | | The Navajo. | Chicagoan. | Grand Canyon Limited. | California Limited. | The Chief. | The Scout. | Chicago Express. | Chicago Express. | The Missionary. | The Hopi. | Meat Express. | Fruit Express. | Chicago Fast Freight. | Stock Express. | Through Freight. | Way Freight. | Way Freight. | Way Freight. | | |
| | STATIONS. | | Arrive Daily. | Arrive Daily. | Arrive Daily. | Arrive Daily. | Arrive Daily. | Arrive Daily. | Arrive Daily Ex. Sunday. | Arrive Daily Ex. Sunday. | Arrive Daily. | Arrive Daily. | Arrive Daily. | Arrive Daily. | Arrive Daily. | Arrive Daily Ex. Sunday. | Arrive Daily Ex. Sunday. | Arrive Tues., Thurs. & Sat. | Arrive Daily Ex. Sunday. | | | |
| 15.8 | JOLIET, U. D. C. R. I. & P. Crossing. 3.5 | C | AM 5.45 | AM 7.00 | AM 7.18 | AM 8.00 | AM 8.35 | AM 8.50 | | PM 1.05 | PM 7.00 | PM 7.18 | PM 1.00 | AM 1.30 | AM 1.25 | AM 3.37 | | AM 10.15 | | | | |
| 14.5 | PLAINES. 5.1 | C | 5.37 | 6.52 | 7.10 | 7.52 | 8.27 | 8.42 | | 12.53 | 6.49 | 7.08 | | | | | | 9.55 | | | | W 113 |
| 0 | MILLSDALE. 2.1 | C | 5.31 | 6.45 | 7.02 | 7.44 | 8.20 | 8.36 | | f 12.45 | 6.41 | 7.01 | | | | | | 9.35 | | | 73 | E 92 |
| 9.9 | DRUMMOND. 2.1 | | | | | | | | | f 12.42 | | | | | | | | 9.15 | | | 4 | E 67 W 73 |
| 0 | BLODGETT. 1.4 | | | | | | | | | f 12.39 | | | | | | | | | | | 9 | |
| 0 | MATHER. 1.1 | | | | | | | | | f 12.36 | | | | | | | | | | | | |
| 0 | LORENZO. 4.4 | C | 5.21 | 6.36 | 6.53 | 7.35 | 8.11 | 8.28 | | f 12.33 | 6.31 | 6.52 | | | | | | 9.05 | | | 51 | E 75 W 108 |
| 0 | PEQUOT. 1.5 | C | 5.15 | 6.30 | 6.47 | 7.28 | 8.04 | 8.22 | | 12.25 | 6.24 | 6.47 | | | | | | 8.55 | | | 47 | |
| 0 | COAL CITY. 0.5 | C | 5.13 | f 6.27 | 6.44 | 7.24 | 8.00 | 8.19 | | \$12.21 | \$ 6.19 | 6.44 | | | | | | 8.45 | | | 63 | E 60 W 186 |
| 4.7 | E. J. & E. Ry. Crossing. 2.7 | C | | | | | | | | | | | | | | | | | | | | |
| 0 | GORMAN. 4.2 | | | | | | | | | f 12.16 | | | | | | | | 8.30 | | | 14 | |
| 0 | E. & S. Crossing. MAZON. 4.7 | C | 5.03 | 6.17 | 6.36 | 7.15 | 7.51 | 8.11 | | \$12.09 PM | 6.09 | 6.36 | | | | | | 8.20 | | | 62 | E 68 W 71 |
| 0 | VERONA. 4.0 | C | 4.57 | 6.10 | 6.31 | 7.10 | 7.46 | 8.06 ⁵² | | \$11.59 | 6.03 | 6.31 | | | | | | 8.07 ¹⁰ 8.00 | | | 107 | E 128 W 134 |
| 0 | KINSMAN. 4.9 | C | | 6.03 | 6.26 | 7.05 | 7.41 | 8.01 | | \$11.50 | 5.57 | 6.26 | | | | | | 7.50 | | | 42 | |
| 15.8 | RANSOM. 4.7 | C | 4.46 | 5.55 | 6.20 | 6.59 | 7.35 | 7.56 | | \$11.40 | 5.50 | 6.20 | | | | | | 7.40 | | | 39 | E 57 W 129 |
| 15.8 | KERNAN. 5.3 | C | 4.40 | 5.48 | 6.14 | 6.53 | 7.29 ⁵² | 7.50 | | \$11.30 | 5.43 | 6.14 | | | | | | 7.30 ²⁰ 7.25 | | | 40 | E 60 |
| 0 | STREATOR. 0.1 | C | \$ 4.30 | \$ 5.35 | 6.02 | 6.44 | 7.20 | \$ 7.40 | AM 11.00 | 11.20 10.55 | \$ 5.32 | \$ 6.05 | 11.00 | | 10.30 | 12.30 AM 11.40 | PM 10.25 | 7.10 AM | AM 10.30 | PM 2.30 | Yard | W 58 |
| 0 | C. & A. Crossing. N. Y. C. Crossing. 0.4 | | | | | | | | | | | | | | | | | | | | | |
| 0 | Wabash Crossing. 3.7 | | | | | | | | | | | | | | | | | | | | | |
| 0 | MOON. 1.9 | | | | | | | | | f 10.52 | f 10.43 | | | | | | | | | | 2.10 | 24 |
| 0 | ANCONA. 6.3 | C | 4.17 | 5.22 | 5.50 | 6.32 | 7.08 | 7.27 | f 10.49 | \$10.39 AM | 5.17 | 5.55 | | | | f 11.18 | 10.00 PM | | 10.00 | 2.00 PM | 89 | W 69 |
| 0 | LEEDS. 4.3 | C | 4.08 | 5.13 | 5.43 | 6.25 | 7.01 | 7.20 | \$10.41 | | 5.09 | 5.48 | | | | f 11.03 | | | 9.35 | | 27 | E 68 W 68 |
| 21.1 | CATON. 3.5 | | | | | | | | | | | | | | | | | | | | | |
| 25.2 | TOLUCA. 6.1 | C | 3.59 | 5.04 | 5.34 | 6.14 | 6.51 | 7.11 | \$10.30 | | \$ 5.00 | 5.39 | | | | f 10.45 | | | 8.55 | | 130 | E 67 W 102 |
| 26.2 | LA ROSE. 4.9 | C | 3.50 | 4.55 | 5.26 | 6.06 | 6.43 | 7.03 | \$10.20 | | 4.50 | 5.31 | | | | f 10.30 | | | 8.30 | | 51 | E 58 W 72 |
| 26.4 | WILBERN. 5.7 | C | 3.43 | 4.48 | 5.20 | 5.58 | 6.36 | 6.57 | \$10.12 | | 4.43 | 5.25 | | | | f 10.15 | | | 8.12 | | 34 | |
| 26.4 | HOLTON. 3.5 | | | | | | | | | f 10.03 | | | | | | f 9.57 | | | | | 47 | |
| 0 | CHILlicothe. (92.6) | C | 3.30 AM | 4.35 AM | 5.07 AM | 5.43 AM | 6.23 AM | 6.45 AM | 9.55 AM | | 4.30 PM | 5.13 PM | 7.35 AM | 5.50 PM | 8.00 PM | 9.45 PM | | | 7.40 AM | | Yard | |
| | | | Leave Daily. | Leave Daily. | Leave Daily. | Leave Daily. | Leave Daily. | Leave Daily. | Leave Daily Ex. Sunday. | Leave Daily Ex. Sunday. | Leave Daily. | Leave Daily. | Leave Daily. | Leave Daily. | Leave Daily. | Leave Daily. | Leave Daily Ex. Sunday. | Leave Daily Ex. Sunday. | Leave Tues., Thurs. & Sat. | Leave Daily Ex. Sunday. | | |
| Average speed per hour..... | | | (41.1) | (38.3) | (42.4) | (40.5) | (42.1) | (44.4) | (37.3) | (28.7) | (37.0) | (44.4) | | | | | | (19.8) | (14.2) | (12.2) | | |

Carries Passengers Chillicothe to Streator.

NOS. 16, 32, 34, 40 AND 48 HAVE NO TIME TABLE AUTHORITY.

Eastward First District trains have no time table superiority between Pequot and Plaines and will be governed by A. T. & S. F. and C. & A. Joint time table.

ILLINOIS DIVISION.—SECOND DISTRICT.

WESTWARD.

| Capacity of other tracks in 44 ft. cars | | Capacity of Sidings in 44 ft. cars. | | Third Class. | | | | First Class. | | | | | | | | | | Fuel, Water, Turn Tables and Wyes. | TIME TABLE | | Miles. |
|---|-----|-------------------------------------|--|--------------------------|----------------------------------|--|---|---------------------|--------------------|---------------|--------------------|--------------------------|---------------|-------------------|-----------------|---------------|-----------------------|------------------------------------|-----------------------------|------------|--------|
| | | | | 55 | 43 | 33 | 31 | 3 | 5 | 9 | 19 | 25 | 1 | 15 | 21 | 7 | 23 | | No. 52, June 9, 1929. | Ascending. | |
| | | | | Way Freight. | Arizona-California Fast Freight. | California, Texas, Okla. Fast Freight. | New Mexico, Colo., Kansas Fast Freight. | California Limited. | The Kansas Cityan. | The Navajo. | The Chief. | Ft. Madison Express. | The Scout. | Mail and Express. | The Missionary. | Fast Mail. | Grand Canyon Limited. | | | | |
| | | | | Leave Daily Ex. Sunday. | Leave Daily. | Leave Daily. | Leave Daily. | Leave Daily. | Leave Daily. | Leave Daily. | Leave Daily. | Leave Daily. | Leave Daily. | Leave Daily. | Leave Daily. | Leave Daily. | Leave Daily. | W | F | | |
| Yard | | | | AM 7.00 | PM 2.30 | AM 2.00 | AM 12.40 | PM 11.30 | PM 9.45 | PM 4.46 | PM 2.23 | PM 1.45 | PM 1.11 | AM 5.50 | AM 2.11 | AM 1.55 | AM 1.25 | T | CHILICOTHE. | 130.1 | |
| 47 | 82 | 96 | | 7.25 | | | | 11.48 | 10.03 | 5.03 | 2.39 | 2.03 | 1.28 | 6.07 | 2.28 | 2.12 | 1.42 | | 8.0 | 58.1 | |
| 147 | | | | 7.45 | | | | 11.58 | 10.12 | 5.12 | 2.47 | 2.13 | 1.36 | 6.16 | 2.37 | 2.21 | 1.51 | | 6.2 | 31.7 | |
| 38 | 96 | 95 | | 7.55 | | | | AM 12.03 | 10.17 | 5.16 | 2.51 | 2.20 | 1.40 | 6.21 | 2.42 | 2.26 | 1.56 | | C. E. I. & P. Crossing. 0.4 | 0 | |
| 71 | | | | 8.05 | | | | | | | 2.57 | 2.29 | 1.46 | 6.27 | | | | | PRINCEVILLE. 3.4 | 31.7 | |
| 78 | 94 | 129 | | 8.30 | | | | 12.17 | 10.31 | 5.28 | 3.02 | 2.38 | 1.51 | 6.33 | 2.53 | 2.37 | 2.07 | W | MONICA. 0.2 | 0 | |
| 28 | | | | 8.50 | | | | | | | | 2.46 | | | | | | | C. E. & G. Crossing. 5.1 | 0 | |
| 66 | | 96 | | 9.00 | | | | 12.27 | 10.40 | 5.37 | 3.11 | 2.51 | 2.00 | 6.43 | 3.02 | 2.46 | 2.16 | | LAURA. 4.9 | 13.5 | |
| 17 | 96 | 96 | | 9.15 | | | | | | | | 2.59 | 2.06 | 6.49 | | | | | WILLIAMSFIELD. 5.0 | 0 | |
| 72 | | | | | | | | | | | | 3.04 | | | | | | | DAHINDA. 2.6 | 8.4 | |
| Yard | 186 | 175 | | 11.00 | | | | 12.45 | 11.00 | 5.56 | 3.30 | 3.18 | 2.19 | 7.02 | 3.22 | 3.08 | 2.38 | W | APPLETON. 5.3 | 25.5 | |
| 35 | | | | 11.15 | | | | | | | | 3.30 | | | | | | | KNOX. 2.9 | 31.7 | |
| 35 | | | | 11.23 | | | | | | | | 3.33 | 2.30 | 7.15 | | | | | EAST GALESBURG. 3.4 | 31.7 | |
| 130 | | | | 11.50 | | | | | | | | 3.40 | 2.35 | 7.21 | | | | | GALESBURG. 5.8 | 21.9 | |
| 39 | 137 | 106 | | PM 12.01 | | | | 1.04 | 11.22 | 6.15 | 3.46 ²⁵ | 3.43 ¹⁹ | 2.37 | 7.23 | 3.41 | 3.27 | 2.57 | W | SURREY. 2.7 | 17.3 | |
| 53 | | | | 12.20 | | | | | | | | 3.55 | 2.43 | 7.29 | | | | | CAMERON. 4.2 | 28.2 | |
| 72 | 95 | 71 | | 12.35 | | | | 1.16 | 11.35 | 6.26 | 3.56 | 4.02 | 2.48 | 7.35 | 3.53 | 3.39 | 3.09 | | NEMO. 1.7 | 0 | |
| 70 | | | | 12.50 | | | | | | | | 4.07 | | 7.39 | | | | | ORMONDE. 5.2 | 0 | |
| 73 | 93 | 208 | | 1.10 | | | | 1.25 | 11.46 | 6.35 | 4.04 | 4.15 | 2.57 | 7.45 | 4.02 | 3.48 | 3.18 | W | PONEMAH. 4.4 | 23.2 | |
| 29 | | | | 1.25 | | | | | | | | 4.21 | | | | | | | SMITHSHIRE. 3.1 | 12.1 | |
| 30 | 96 | 97 | | 1.45 | | | | 1.38 | AM 12.01 | 6.48 | 4.16 | 4.30 | 3.10 | 7.58 | 4.15 | 4.01 | 3.31 | W | MEDIA. 4.3 | 13.5 | |
| 48 | | | | 2.05 | | | | | 12.11 | | 4.23 | 4.38 | 3.17 | 8.06 | | | | | STRONGHURST. 3.6 | 26.1 | |
| 55 | | | | 2.15 | | | | | | | | 4.43 | | 8.09 | | | | | DECORRA. 6.4 | 0 | |
| 78 | 150 | 150 | | 2.35 | | | | 1.57 | 12.23 | 7.07 | 4.32 | 4.51 | 3.28 | 8.17 | 4.32 | 4.15 | 3.45 | | LOMAX. 5.9 | 10.6 | |
| Yard | | | | 2.45 PM | 7.40 PM | 8.55 AM | 6.10 AM | 2.05 AM | 12.33 AM | 7.15 PM | 4.40 PM | 5.00 PM | 3.35 PM | 8.25 AM | 4.40 AM | 4.25 AM | 3.55 AM | | DALLAS CITY. 1.8 | 0 | |
| | | | | Arrive Daily Ex. Sunday. | Arrive Daily. | Arrive Daily. | Arrive Daily. | Arrive Daily. | Arrive Daily. | Arrive Daily. | Arrive Daily. | Arrive Daily Ex. Sunday. | Arrive Daily. | Arrive Daily. | Arrive Daily. | Arrive Daily. | Arrive Daily. | | PONTOOSUC. 4.4 | 0 | |
| | | | | (15.3) | | | | (39.8) | (36.7) | (41.4) | (45.0) | (31.6) | (42.8) | (39.8) | (41.4) | (41.1) | (41.1) | | E. FT. MADISON. 1.1 | 21.1 | |
| | | | | | | | | | | | | | | | | | | | STATE LINE. 0.8 | 0 | |
| | | | | | | | | | | | | | | | | | | | FORT MADISON. | 232.9 | |
| | | | | | | | | | | | | | | | | | | | (102.8) | | |

NOS. 31, 33 AND 43 HAVE NO TIME TABLE AUTHORITY.

ILLINOIS DIVISION.—SECOND DISTRICT.

EASTWARD.

| Mileage Ascending. | TIME TABLE No. 52, June 9, 1929. | Telegraph and Telephone Offices. | First Class. | | | | | | | | Second Class. | | | Third Class. | | |
|-----------------------|--|-------------------------------------|---------------|---------------|--------------------------|------------------------|---------------|---------------|-----------------------------|--------------------|---------------|--------------------------------|------------------|-------------------|-----------------------------|----------------------------|
| | | | 2 | 6 | 24 | 4 | 20 | 10 | 26 | 22 | 8 | 16 | 40 | 34 | 32 | 56 |
| | | | The Navajo. | Chicagoan. | Grand Canyon Limited. | California Limited. | The Chief. | The Scout. | Chicago Express. | The Missionary. | The Hopi. | Stock Express and Mixed. | Meat Express. | Fruit Express. | (Chicago Fast Freight. | Way Freight. |
| | STATIONS. | | Arrive Daily. | Arrive Daily. | Arrive Daily. | Arrive Daily. | Arrive Daily. | Arrive Daily. | Arrive Daily Ex. Sunday. | Arrive Daily. | Arrive Daily. | Arrive Daily. | Arrive Daily. | Arrive Daily. | Arrive Daily Ex. Sunday. | |
| 31.7 | CHILLICOTHE. 8.0 | C | AM 3.25 | AM 4.30 | AM 5.02 | AM 5.38 | AM 6.18 | AM 6.40 | AM 9.50 | PM 4.25 | PM 5.08 | PM 9.15 | AM 7.15 | PM 4.45 | PM 7.30 | PM 2.45 |
| 31.7 | EDELSTEIN. 6.2 | C | 3.18 | 4.18 | 4.50 | 5.26 | 6.06 | 6.28 | 9.35 | 4.12 | 4.56 | 8.48 | | | | 2.20 |
| 21.8 | C. E. I. & P. Crossing. 0.4 | C | | | | | | | | | | | | | | |
| 23.2 | PRINCEVILLE. 3.4 | C | 3.05 | 4.09 | 4.41 | 5.16 | 5.57 | 6.19 | 9.25 | 4.03 | 4.47 | 8.32 | | | | 2.00 |
| 0 | MONICA. 0.2 | C | 3.00 | 4.04 | 4.36 | 5.10 | 5.52 | 6.14 | 9.17 | 3.58 | 4.42 | 8.22 | | | | 1.45 |
| 31.7 | C. E. & G. Crossing. 5.1 | C | | | | | | | | | | | | | | |
| 19.8 | LAURA. 4.9 | C | | | | | | | 9.08 | 3.52 | 4.36 | 8.07 | | | | 1.25 |
| 31.7 | WILLIAMSFIELD. 5.0 | C | 2.47 | 3.54 | 4.25 | 4.59 | 5.40 | 6.04 | 8.58 | 3.46 | 4.31 | 7.57 | | | | 1.00 |
| 0 | DAHINDA. 2.6 | C | | | | | | | 8.46 | | | 7.44 | | | | 12.30 |
| 0 | APPLETON. 5.3 | C | 2.37 | 3.45 | 4.15 | 4.49 | 5.31 | 5.55 | 8.41 | 3.36 | 4.22 | 7.39 | | | | 12.20 |
| 0 | KNOX. 2.9 | C | | | | | | | 8.32 | 3.30 | 4.16 | 7.25 | | | | 12.01 PM |
| 15.3 | EAST GALESBURG. 3.4 | | | | | | | | 8.26 | | | 7.19 | | | | |
| 7.4 | GALESBURG. 5.8 | C | 2.22 | 3.30 | 3.59 | 4.34 | 5.16 | 5.40 | 8.20 | 3.20 | 4.07 | 7.10 | | | | 11.40 |
| 0 | SURREY. 2.7 | | | | | | | | 8.07 | | | 6.54 | | | | 10.50 |
| 5.7 | CAMERON. 4.2 | C | | | | | | | 8.01 | 3.07 | 3.54 | 6.48 | | | | 10.35 |
| 31.8 | NEMO. 1.7 | C | | | | | | | 7.53 | 3.02 | 3.50 | 6.35 | | | | 10.20 |
| 31.2 | ORMONDE. 5.2 | C | 2.02 | 3.11 | 3.40 | 4.15 | 4.58 | 5.22 | 7.50 | 3.00 | 3.48 | 6.30 | | | | 10.12 |
| 12.1 | PONEMAH. 4.4 | C | | | | | | | 7.39 | 2.54 | 3.42 | 6.20 | | | | 9.50 |
| 31.7 | SMITHSHIRE. 3.1 | C | 1.50 | 3.00 | 3.29 | 4.04 | 4.47 | 5.11 | 7.31 | 2.48 | 3.37 | 6.11 | | | | 9.30 |
| 31.2 | MEDIA. 4.3 | C | | | | | | | 7.25 | 2.44 | 3.34 | 6.03 | | | | 9.10 |
| 20.4 | STRONGHURST. 3.6 | C | 1.40 | 2.50 | 3.20 | 3.54 | 4.39 | 5.03 | 7.18 | 2.38 | 3.29 | 5.55 | | | | 8.50 |
| 31.7 | DECORRA. 6.4 | C | | | | | | | 7.12 | | | 5.45 | | | | 8.25 |
| 18.0 | LOMAX. 5.9 | C | 1.27 | 2.37 | 3.07 | 3.40 | 4.26 | 4.50 | 7.00 | 2.23 | 3.16 | 5.30 | | | | 8.05 |
| 10.7 | DALLAS CITY. 1.8 | C | 1.19 | 2.30 | | | | | 6.50 | 2.15 | 3.08 | 5.19 | | | | 7.45 |
| 14.5 | PONTOOSUC. 4.4 | C | | | | | | | 6.45 | | | 5.15 | | | | 7.35 |
| 0 | E. FT. MADISON. 1.1 | C | 1.10 | 2.21 | 2.51 | 3.22 | 4.11 | 4.35 | 6.36 | 2.06 | 3.01 | 5.07 | | | | 7.20 |
| 23.9 | STATE LINE. 0.8 | | | | | | | | | | | | | | | |
| | FORT MADISON. (102.8) | C | 1.05 AM | 2.15 AM | 2.45 AM | 3.15 AM | 4.05 AM | 4.30 AM | 6.30 AM | 2.00 PM | 2.55 PM | 5.00 PM | 1.00 AM | 8.20 AM | 1.20 PM | 7.10 AM |
| | | | Leave Daily. | Leave Daily. | Leave Daily. | Leave Daily. | Leave Daily. | Leave Daily. | Leave Daily Ex. Sunday. | Leave Daily. | Leave Daily. | Leave Daily. | Leave Daily. | Leave Daily. | Leave Daily. | Leave Daily Ex. Sunday. |
| | Average speed per hour..... | | (44.0) | (45.7) | (45.0) | (43.1) | (46.3) | (47.4) | (30.8) | (42.5) | (46.4) | (22.8) | | | | (14.0) |

NOS. 32, 34 AND 40 HAVE NO TIME TABLE AUTHORITY.

ILLINOIS DIVISION.—PEKIN DISTRICT.

| | | WESTWARD. | | | Fuel, Water, Turn Tables and Wyes. | Balling Grade Ascending. | TIME TABLE No. 52, June 9, 1929. | Balling Grade Ascending. | Distance from Ascend. | Telegraph and Telephone Offices. | EASTWARD. | | |
|--|-------------------------------------|------------------------------|--------------------------|--------------------------|------------------------------------|-----------------------------|--|--------------------------|--------------------------|----------------------------------|--------------------------|---------------|--------------|
| Capacity of Other Tracks in 44 ft. Cars. | Capacity of Sidings in 44 ft. Cars. | Third Class. | Second Class. | First Class. | | | | | | | First Class. | Second Class. | Third Class. |
| | | 49 | 47 | 13 | | | | | | | 12 | 48 | 50 |
| | | Way Freight. | Through Freight. | Pekin Express. | | | | | Chicago Express. | | Way Freight. | | |
| | | Leave Daily Ex. Sunday. | Leave Daily Ex. Monday. | Leave Daily Ex. Sunday. | | STATIONS. | Miles. | | Arrive Daily Ex. Sunday. | | Arrive Daily Ex. Sunday. | | |
| | | AM 7.25 | AM 12.20 | PM 3.34 | | ANCONA. | 0 | C | AM 10.39 | PM 10.00 | PM 2.00 | | |
| 28 | | 7.35 | 12.30 | \$ 3.40 | 0 | 2.5 | 0 | C | \$10.33 | 9.50 | 1.45 | | |
| 33 | 31 | 7.58 | 12.45 | \$ 3.50 | W | 4.6 | 0 | C | \$10.24 | 9.35 | 1.25 | | |
| | | | | | | DANA. | 0 | C | | | | | |
| | | | | | | 5.8 | 0 | | | | | | |
| 57 | 32 | 8.30 | 1.00 | \$ 4.02 | | I. C. Crossing. | 0 | | | | | | |
| | | | | | | 0.1 | 0 | | | | | | |
| 50 | 24 | 9.00 | 1.20 | \$ 4.14 | | MINONK. | 13.2 | C | \$10.12 | 9.20 | 1.05 | | |
| | | | | | | 6.0 | 13.2 | | | | | | |
| 45 | 69 | 9.30 ¹² 10.20 | 1.40 | \$ 4.28 | WF | BENSON. | 32.7 | C | \$10.00 | 8.55 | 12.20 | | |
| | | | | | | 5.5 | | | | | | | |
| | | 10.45 | 2.05 | 4.40 | | ROANOKE. | 47.5 | C | \$ 9.48 ⁴⁹ | 8.40 | 12.01 PM 11.10 | | |
| | | | | | | 6.2 | 47.5 | | | | | | |
| 20 | 50 | 10.50 ⁵⁰ 11.15 | 2.10 | 4.42 | | STREATOR JCT. | 0 | | 9.35 | 8.20 | 10.55 | | |
| | | | | | | 0.4 | 0 | | | | | | |
| | | 11.30 | 2.30 | 4.56 | | EUREKA. | 26.4 | C | 9.30 | 8.13 | 10.50 ⁴⁹ | | |
| | | | | | | 5.5 | 26.4 | | | | | | |
| | 26 | 11.40 | 2.35 | \$ 5.01 | W | PEKIN JUNCTION. | 0 | | \$ 9.18 | 7.40 | 10.18 | | |
| | | | | | | 1.4 | 0 | | | | | | |
| | 14 | 11.55 | 2.40 | f 5.07 | | WASHINGTON. | 31.7 | C | \$ 9.14 | 7.30 | 10.12 | | |
| | | | | | | 3.0 | 31.7 | | | | | | |
| 8 | | PM 12.05 | 2.50 | f 5.14 | | COOPER. | 52.8 | f | 9.07 | 7.20 | 9.55 | | |
| | | | | | | 2.4 | 52.8 | | | | | | |
| 32 | 29 | 12.20 | 3.10 | \$ 5.19 | | GRANDALL. | 29.0 | C | f 9.02 | 7.10 | 9.40 | | |
| | | | | | | N. Y. C. & St. L. Crossing. | 29.0 | | | | | | |
| | | | | | | 2.3 | 29.0 | | | | | | |
| | | | | | | I. T. S. Crossing. | 0 | | | | | | |
| | | | | | | MORTON. | 0 | C | \$ 8.56 | 7.00 | 9.30 | | |
| | | | | | | 0.1 | 0 | | | | | | |
| 40 | | 12.35 | 3.25 | f 5.26 | | P.E.E. Crossing. | 0 | | | | | | |
| | | | | | | 3.6 | 0 | | | | | | |
| | | | | | | GROVELAND. | 81.8 | f | 8.48 | 6.45 | 9.10 | | |
| | | | | | | 7.4 | 81.8 | | | | | | |
| | | | | | | C. & A. Crossing. | 82.9 | | | | | | |
| | | | | | | 0.9 | 82.9 | | | | | | |
| Yard | | 1.15 PM | 4.00 AM | 5.40 PM | W F T | PEKIN. | 57.7 | C | 8.30 AM | 6.15 PM | 8.40 AM | | |
| | | Arrive Daily Ex. Sunday. | Arrive Daily Ex. Monday. | Arrive Daily Ex. Sunday. | | (57.7) | | | Leave Daily Ex. Sunday. | Leave Daily Ex. Sunday. | Leave Daily Ex. Sunday. | | |
| | | (11.5) | (15.8) | (27.4) | Average speed per hour..... | | | (26.8) | (15.4) | (12.8) | | | |

Pekin District trains have no time table superiority between Streator Junction and Pekin Junction and will be governed by T. P. & W. time table and rules.

SPECIAL RULES AND REGULATIONS.

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

A book of The Atchison, Topeka and Santa Fe Railway System Rules and Regulations of the Operating Department, dated 1927, and the current Time Table, must be in the hands of all employes affected by them.

Except as otherwise provided, Eastward Trains are superior to Westward Trains of the same class.

Rules Nos. 5, 15, 86, 95, 97, 221 and 711 of the Rules and Regulations, Operating Department, Revised 1927, are hereby cancelled and superseded by the following:

Rule No. 5. Not more than two times are given for a train at any station; where one is given, it is, unless otherwise indicated, the leaving time; where two, they are the arriving and the leaving times. Unless otherwise indicated, the time applies to the switch where an inferior train enters the siding. Where there is no siding, it applies to the place from which fixed signals are operated; where there is neither siding nor fixed signal, it applies to the place where traffic is received or discharged.

Schedule meeting or passing stations are indicated by figures in full-faced type.

The numbers of trains to meet or pass may be shown by small figures in close proximity.

Both the arriving and the leaving time of a train are in full-faced type when both are meeting or passing times, or where one or more trains are to meet or pass it between those times.

When trains are to be met or passed at a siding extending between two adjoining stations, the time at each end of the siding will be shown in full-faced type.

Rule No. 15. The explosion of two torpedoes is a signal to proceed at restricted speed, to be acknowledged as prescribed by Rule 14 (g). The explosion of one torpedo will indicate the same as two, but the use of two is required. Restricted speed must be observed for a distance of one mile from point of explosion.

Rule No. 86. Unless otherwise provided, an inferior train must clear the time of a superior train in the same direction not less than five minutes, but must be clear at the time a first class train in the same direction is due to leave the next station in the rear, where time is shown.

Where automatic block signals are continuous between stations inferior trains in the same direction will only be required to clear superior train sufficiently to give clear signal indication in the rear.

Rule No. 95. Two or more sections may be run on the same schedule. Each section has equal time-table authority.

A train must not display signals for a following section, except as prescribed by Rule 85, without orders from the superintendent.

On double track, the dispatcher may authorize sections of a schedule at initial stations by Clearance Card, Form 902.

Rule No. 97. Extra trains must not be run without train orders. On double track the dispatcher may authorize the running of extra trains, except work extras, by Clearance Card, Form 902.

Rule No. 221. Where a fixed signal is used at a train order office it must indicate "stop" when there is an operator on duty, except when changed to "proceed" to allow train to pass when there are no train orders for any train in that direction.

When the train order signal cannot be changed to indicate "proceed" for a train because of orders for other trains in the same direction, a clearance card must be issued to the train for which there are no orders.

Except as provided in Rule 758, a train must not pass a train order signal in stop position without first receiving Clearance Card, Form 902.

Train order signals must be fastened at "proceed" only when no operator is on duty. When so fastened at night the light must be extinguished.

Operators must have flagman's signals ready for immediate use.

Rule No. 711. Interlocking and block signals, unless otherwise provided, do not affect the superiority of trains under the time-table or train rules, and do not dispense with the use or the observance of other signals, whenever or wherever they may be required, except that indications of interlocking signals governing the use of routes within home signal limits of interlocking plants supersede the superiority of trains within such limits.

An additional copy of all train orders and clearance cards shall be furnished to conductors for prompt delivery to rear brakemen.

Standard Clocks are located at Chicago (Dearborn Station and 18th St. yard office), Corwith, Streator, Chillicothe and Fort Madison.

Bulletin Books are located at Chicago, Corwith, Joliet, Streator, Chillicothe, Galesburg, Fort Madison and Pekin.

Yard Limits (See Rules 93 and D-153) are located at Chicago, Joliet, Streator, Chillicothe, Galesburg, Fort Madison, Roanoke and Pekin.

Chicago Yard Limits extend 4950 feet west of Nerska.

Standard thermometers are located at Chicago-18th Street, Corwith, McCook, Joliet, Streator, Chillicothe, Galesburg Tower, and Nemo.

Trains originating or ending at Streator must register there.

Trains will not register at Fort Madison except first class. First class trains not scheduled to stop will register by Form 903.

Conductors of freight trains will make telegraph train report, Form 903, and leave at each office of communication where train is changed, except register stations. Operators will transmit promptly to train dispatcher.

Trains must get clearance cards at initial stations except: Nos. 4, 20, 24 and 16, and freight trains will not get clearance cards at Fort Madison. When train order signal Eureka is at stop, Santa Fe trains must get Santa Fe clearance cards as well as T. P. & W. clearance card before proceeding.

Eastward trains entering Streator yard must get clearance cards stating what main track they are to use departing.

Westward freight trains heading out of yard at Tower "H," Chillicothe must get clearance card there.

DOUBLE TRACK BETWEEN CHICAGO AND FORT MADISON EXCEPT OVER ILLINOIS RIVER BRIDGE.

On double track trains will run as prescribed by Rule D-152. Movement of trains will be supervised by train dispatcher who will issue instructions to signal men when required.

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

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

THIRD MAIN TRACK BETWEEN EAST END STREATOR YARD AND KERNAN, DESIGNATED AS TRACK No. 3. FIRST CLASS TRAINS HAVE NO TIME TABLE SUPERIORITY.

Automatic block signals between Nerska and Pequot; and between west end Mississippi River Bridge and Fort Madison.

Automatic Train Control between Pequot and west end Mississippi River bridge.

Trains will run by signal indication on either main track from stations having interlocking plants.

If trains are to use the other main track from crossovers that are not interlocked, it must be authorized by clearance card endorsed "Use track No.—."

Cab signals will indicate the maximum speed at which trains may run, except while operating with a low indication they shall move at restricted speed. The absence of light in cab signal must be regarded as a low indication. Engines backing up must run at restricted speed, and in no case to exceed twenty (20) miles per hour.

Engines not equipped with train control, or with same inoperative, shall not be used in road service without train order defining the movement authorized, except second engine doubleheading.

Enginemen will observe changes in cab signal indications when passing block locations. If block joint flip does not occur it must be considered as a low indication.

Train control equipment must not be cut out. When it seriously interferes with schedules of trains, ask for instructions at first office of communication.

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

Where two or more arms on a home signal govern movements over an interlocked switch, top arm is assigned to the main track and lower arm the inferior route, except as follows:

Chicago, Stewart Avenue—Eastward: top arm assigned I. C. tracks and 18th Street Yard, lower arm C. & W. I. tracks. Westward: top arm assigned C. & W. I. tracks, lower arm A. T. & S. F. or I. C. tracks.

Chicago, Drawbridge—Eastward: top arm assigned C. & A., middle arm A. T. & S. F., lower arm I. C. main tracks. Westward: top arm of double arm signal assigned A. T. & S. F., lower arm I. C. main tracks. Top arms of three-arm signals assigned C. & A., middle arms A. T. & S. F., lower arms I. C. main tracks.

Joliet, Union Depot. Top arms assigned the passenger or A. T. & S. F. main tracks. Lower arms the freight or the C. & A. main tracks.

No Switch Lights on Pekin District.

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 (See Rule 310):

| Mile Posts | Bridge Numbers | |
|---------------|----------------|---|
| 35.4 | No number. | Illinois Steel Company Viaduct, Joliet. |
| 38.2 | 38-C | Hickory Creek, Joliet. |
| 38.7 | 38-D | C. & A. Viaduct. |
| 38.7 | 38-E | Overhead Public Crossing. |
| 116.9 | 116-D | C. & A. Viaduct, La Rose. |
| 176.1 | 176-A | Highway Crossing, Galesburg. |
| 176.6 | 176-D | C. B. & Q. Viaduct, Galesburg. |

Railroad Crossings at Grade

Chicago—Stewart Avenue, I. C., C. & W. I., and P. R. R. protected by interlocking plant without distant signals or derails. Be governed by C. & W. I. Rule, which requires all trains to stop.

Chicago—Panhandle. P. R. R., B. & O. C. T. and C. J. Stop. See Rules 98, A, B, C and D. In addition, semaphore signal must be clear.

Corwith Junction—I. N. Standard interlocking plant.

Nerska—Chicago Belt. Standard interlocking plant.

McCook—B. & O. C. T. Standard interlocking plant.

Joliet—C. R. I. & P. Standard interlocking plant.

Coal City—E. J. & E. Standard interlocking plant.

Mazon—K. & S. Standard interlocking plant.

Streator—C. & A., N. Y. C.—0.1 mile west of station. Stop. See Rules 98, A, B, C and D. In addition, semaphore signal must be clear.

Streator—Wabash—one-half mile west of station. Standard interlocking plant.

Princeville—C. R. I. & P. Standard interlocking plant.

Monica—C. B. & Q. Standard interlocking plant.

Minonk—I. C.—0.1 mile east of station. Stop. See Rules 98, A, B, C and D. Provided with gate which may be left turned against either line.

Crandall—N. Y. C. & St. L. Stop. See Rules 98, A, B, C and D. Provided with gate which may be left turned against either line.

Morton—I. T. S. Just east of station. Stop. See Rules 98, A, B, C and D.

Morton—P. R. R.—0.1 mile west of station. Stop. See Rules 98, A, B, C and D.

Pekin—C. & A. 0.9 mile east of station. Standard interlocking plant.

Maximum speed over railroad crossings at grade thirty (30) miles per hour, or one (1) mile in two (2) minutes.

Gibbs Spur, M.P. 125.3, First District, capacity six cars.

SPEED REGULATIONS

The speed of passenger trains will ordinarily be that prescribed in the schedule, but in cases of delay, requiring greater speed in order to enable trains to make meeting points, or to secure connections, the speed may be so moderately increased above that prescribed in the schedule, as, in the judgment of the conductor and engineman in charge of the train, may be safe and prudent, due consideration being always given to condition of track and all the circumstances.

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.

The following will be observed in connection with Rule 10-A Rules and Regulations of the Operating Department:

Restricted speed signals (yellow) will be located approximately one mile in advance on each side of structure or track over which speed of trains shall be reduced.

Permanent slow signs (yellow), with the required numerals in black, will be located not less than 1500 feet in advance on each side of certain curves, bridges or other points where speed of trains is permanently restricted. These permanent slow signs in no wise abrogate nor modify special rules, train orders or instructions further restricting the speed of any or all trains.

Resume speed signs (green) without lettering, will be located at the end of restricted territory at point where, rear of train having passed, normal speed may be resumed. Where a succession of stretches of slow track occurs and there is not sufficient distance between the same for resumption of normal speed, only one slow sign (yellow) will be used, it being understood that the speed indicated thereon applies until the resume speed sign (green) is passed.

Speed Restrictions:

| LOCATION | Passenger | | | Freight | | |
|---|-----------|----------|----------|----------|----------|----------|
| | Per Mile | Time Hr. | Per Mile | Per Mile | Time Hr. | Per Mile |
| First District | | | | 45 | 1 | 20 |
| Second District | | | | 45 | 1 | 20 |
| Pekin District | 45 | 1 | 20 | 30 | 2 | 00 |
| Chicago and Panhandle Crossing | 30 | 2 | 00 | 20 | 3 | 00 |
| Curve east Bridge 9-C, M.P. 9.7 to 10 | 45 | 1 | 20 | 30 | 2 | 00 |
| Lemont Curves, M.P. 24.8 to 25.3 | 50 | 1 | 12 | 40 | 1 | 30 |
| Joliet, Basin Bridge, M.P. 36.4 | 15 | 4 | 00 | 15 | 4 | 00 |
| Joliet, Cass Street, M.P. 37.3 and 5th Avenue, M.P. 38.2 | 20 | 3 | 00 | 15 | 4 | 00 |
| Joliet, C. & A. Viaduct, M.P. 38.7 | 30 | 2 | 00 | 20 | 3 | 00 |
| Coal City, M.P. 58.0 to 58.7 | 25 | 2 | 24 | 20 | 3 | 00 |
| Streator, Bronson Street, M.P. 88.9 to Wabash Crossing, M.P. 90.2 | 20 | 3 | 00 | 15 | 4 | 00 |
| Ancona, Track No. 1, M.P. 95.9 to 96.3 | 45 | 1 | 20 | 30 | 2 | 00 |
| Curve west of LaRose, M.P. 117.5 to 117.8 | 45 | 1 | 20 | 30 | 2 | 00 |
| Curve west of Wilbern, M.P. 121.3 to 121.6 | 45 | 1 | 20 | 30 | 2 | 00 |
| Illinois River Bridge | 15 | 4 | 00 | 10 | 6 | 00 |
| Curve, M.P. 132.7 to 133.1 | 45 | 1 | 20 | 30 | 2 | 00 |
| Curve, M.P. 134.4 to 134.6 | 45 | 1 | 20 | 30 | 2 | 00 |
| Curve, M.P. 135.9 to 136.2 | 45 | 1 | 20 | 30 | 2 | 00 |
| Galesburg—C. B. & Q. Viaduct, M.P. 176.6 to Main Street, M.P. 177.9 | 20 | 3 | 00 | 15 | 4 | 00 |
| Dallas City, M.P. 224.6 to 224.8 | 20 | 3 | 00 | 15 | 4 | 00 |
| Mississippi River Bridge | 30 | 2 | 00 | 20 | 3 | 00 |

In heading in or out over the following turnouts and crossovers, passenger trains will not exceed speed of twenty-five (25) miles per hour or one (1) mile in two (2) minutes and twenty-four (24) seconds, and freight trains twenty (20) miles per hour or one (1) mile in three (3) minutes:

Facing point interlocked crossovers at Romeo, Pequot, Verona, Kernan, Streator, Ancona, Toluca, each end Illinois River Bridge, Chillicothe, Monica, Appleton, Galesburg, Ormonde, Smithshire, Lomax, and East Fort Madison. Trailing point crossovers at Verona and East Fort Madison. Turnouts from A. T. & S. F. to C. & A. at Pequot, from C. & A. to A. T. & S. F. at Plaines, and between Track No. 1 and Track No. 3 at Kernan.

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

Spring Switches.

Unless otherwise specified, trains or engines moving against spring switch points or springing points when trailing through, must not exceed speed of twenty (20) miles per hour or one (1) mile in three (3) minutes.

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

Location of Spring Switches.

- Plaines—West end westward siding.
- Lorenzo—West end westward siding.

Switches.

Switches are interlocked by remote control and handled by operator at following locations:

- Plaines—East switch of westward siding.
- Lorenzo—East switch of westward siding.
- East Fort Madison—East switch of westward siding.

Telephone connected with office of communication is located at each of these switches.

Train No. 16 will observe the Restrictions for freight trains.

3160 Class Engines must not exceed speed of forty-five (45) miles per hour, or one (1) mile in one (1) minute and twenty (20) seconds.

Maximum speed for road engines running light, in miles per hour and in minutes and seconds per mile:

| DISTRICT | Day—FORWARD—Night | | | Day—BACKWARD—Night | | |
|----------|-------------------|----------|----------|--------------------|----------|----------|
| | Per Mile | Time Hr. | Per Mile | Per Mile | Time Hr. | Per Mile |
| First | 40 | 1 30 | 40 | 25 | 2 24 | 20 3 00 |
| Second | 40 | 1 30 | 40 | 25 | 2 24 | 20 3 00 |
| Pekin | 30 | 2 00 | 30 | 20 | 3 00 | 15 4 00 |

Switch engines or engines without pony trucks must not exceed speed of twenty (20) miles per hour or one mile in three minutes.

Trains handling dead engines must not exceed speed of twenty (20) miles per hour or one mile in three minutes. Dead engines must not be handled with rods down or drivers suspended without special instructions.

Trains handling steam wrecking cranes, steam shovels, clam shells, ditchers and pile drivers must not exceed a speed of twenty-five (25) miles per hour or one (1) mile in two (2) minutes and twenty-four (24) seconds on tangent track and fifteen (15) miles per hour or one (1) mile in four (4) minutes on curves.

Passenger trains running against the current of traffic on double track will reduce speed around curves to forty (40) miles per hour or one mile in one minute and thirty seconds.

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.

P. O'SULLIVAN,
Trainmaster,
CHILlicothe, ILL.

V. M. CROWDER,
Assistant Trainmaster,
SHOPTON, IOWA.

H. B. FORSYTHE,
Chief Dispatcher,
CHILlicothe, ILL.

A. B. ENDERLE,
Night Chief Dispatcher,
CHILlicothe, ILL.

TRAIN DISPATCHERS:

- J. MILLER,
- L. C. LaPLANTE,
- J. D. ROOT,
- C. S. PRIESTLEY,
- J. C. KRESL,
- W. R. BABB,
- H. E. McCORMICK,
- CHILlicothe, ILLINOIS.

Passengers will be carried on the following Freight Trains only; when more than one section, only the last section will carry passengers. In addition, in Kansas passengers will be carried on regular through freight trains between points where they are scheduled to stop, except exclusive live stock trains on main line.

ILLINOIS DIVISION.—Trains 49, 50, 53, 54, 55 and 56; 47 and 48 between Pekin and Streator; 51 and 52 between Joliet and Streator.

MISSOURI DIVISION.—Trains 44, 45, 59, 60, 61, 62, 57 and 58 between Dumas and Marceline.

EASTERN DIVISION.—Trains 61, 62, 63, 64, 65, 66, 67, 68, 71, 72, 73 and 74.

MIDDLE DIVISION.—Trains 59, 60, 61, 62, 63, 64, 75, 76, 89, 90, 97 and 98; 73 and 74 between Concordia and Superior, 87 and 88 between Little River and Ellinwood.

OKLAHOMA DIVISION.—Trains 73, 74, 75, 76, 79, 80, 81, 82, 83 and 84.

SOUTHERN KANSAS DIVISION.—Trains 81, 82, 83, 84, 85, 86, 87, 88, 91, 92, 97 and 98.

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

ARKANSAS RIVER DIVISION.—Trains 87, 88, 89 and 90.

NEW MEXICO DIVISION.—Trains 71 and 72.

PANHANDLE DIVISION.—Trains 57, 58, 59, 60, 61, 62, 67, 68, 69, 70, 71, 72, 77, 78, 83, 84, 85 and 86.

PECOS DIVISION.—Trains 37, 38, 39, 40, 45, 46, 47 and 48.

PLAINS DIVISION.—Trains 73, 74, 85 and 86; and 87 and 88 between Woodward and Shattuck; 55 and 56 between Amarillo and White Deer, and 45 and 46 between White Deer and Skellytown.

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

THESE SPECIAL RULES APPLY ONLY TO PAYING PASSENGERS.

When stops are authorized to pick up passengers, agents may flag trains accordingly.

- No. 1. (a) At any station Chicago to Kansas City for passengers to Newton and beyond, at Coal City for passengers destined west of Ancona, at Medill for passengers for Kansas City and beyond and at Baring to discharge passengers from Chicago and pick up passengers for Kansas City and beyond.
 (b) At any station for passengers to Arizona and California and at any station west of Kansas City to discharge passengers from east of Kansas City or St. Joseph District.
 (c) At Holliday for passengers from No. 46 for points at which No. 1 is scheduled to stop, when No. 46 does not make connection with No. 56 at Ottawa, and for passengers from No. 50 at which No. 1 is scheduled to stop.
 (d) At De Soto to discharge passengers from Kansas City, Kan. (Argentine Station) and at De Soto, Lecompton, Carbondale, Scranton and Reading for passengers for points at which No. 1 is scheduled to stop, and to discharge passengers from Kansas City, Mo., and Topeka and St. Joseph District.
 (e) At Lee, St. Francis and Folsom to discharge passengers from Cuyler and east.
 (f) At any station Clovis to Belen to discharge passengers from east and south of Clovis.
- No. 2. (a) At any station La Junta to Chicago to discharge passengers from Phoenix, Arizona, and from points in California.
 (b) At any station Newton to Kansas City to discharge passengers from south of Purcell and at any station east of Kansas City to discharge passengers from west of Kansas City.
- No. 5-6. From Chicago (a) At Dallas City, Stronghurst and Williamsfield for passengers to Chicago and beyond.
 (b) At any station in Illinois to discharge passengers from beyond Chicago.
 (c) At any station Chicago to Ft. Madison for passengers to Kansas City and beyond, and St. Joseph District.
 (d) At stations Coal City to Ransom, inclusive, to discharge passengers from Chicago or Joliet, and at Hart to discharge passengers from Chicago and for passengers for Kansas City and west.
 (e) At Princeville and Williamsfield to discharge passengers from Chicago.
 (f) At any station west of Kansas City to discharge passengers from any line east of Kansas City, and at any station between Kinsley and Dodge City to discharge passengers from Nickerson to Nettleton inclusive.
 (g) At any station west of Dodge City to discharge passengers from east of Dodge City, and at any station west of Dodge City to pick up passengers for beyond La Junta.
 (h) At any station La Junta to Denver to discharge passengers from east or south of La Junta.
 (i) At any station south of Wichita to discharge passengers from east and west of Newton, at Udall to discharge passengers from Wichita, and at any station south of Winfield to discharge passengers from Eldorado District, and Southern Kansas Division.
- No. 5-6. From Denver (a) At any station Denver to Pueblo for passengers east and south of Newton.
 (b) At any station Dodge City to Newton to discharge passengers from west of Dodge City and pick up passengers for stations at which No. 6 is scheduled to stop.
 (c) At any station east of Kansas City to discharge passengers from Emporia and beyond and passengers reaching Kansas City on No. 50.
 (d) At Toluca, Ransom, Kinsman, Verona, and Mazon for passengers to Chicago and beyond.
- No. 6. From South (a) At any station Purcell to Newton to discharge passengers from south of Purcell.
- No. 7. At Domingo and Bernalillo to discharge passengers from Lamy and east, and to pick up passengers for points in Arizona and California.
- No. 8. (a) At any point Albuquerque to La Junta to discharge passengers from Phoenix or points in California.
 (b) At any station Dodge City to Newton to discharge passengers from west of Dodge City.
 (c) At any station Newton to Chicago to discharge passengers from west of Newton.
- No. 9. (a) At any station Chicago to La Junta to pick up passengers for points in Arizona, California and beyond.
 (b) At Stronghurst for passengers for Kansas City and beyond.
 (c) At La Plata for passengers west of Newton at which No. 9 is scheduled to stop.
 (d) At Halstead, Sterling and Ellinwood to discharge passengers from Topeka, Lawrence and from Kansas City and east.
 (e) At any station Dodge City to La Junta to discharge passengers from Kansas City and east.
- No. 10. (a) At any station Belen to Clovis to discharge passengers from Albuquerque, Belen and points west and south of Belen.
 (b) At any station Wellington to Newton to discharge passengers from west of Mulvane and stations Kansas City to Chicago to discharge passengers from west of Newton.
 (c) At Lang, Peterton, Pauline, Tecumseh, Spencer, Lake View and Wilder for passengers for Kansas City and beyond.
- No. 11-12. From Kansas City (a) At Olathe for passengers to La Junta and beyond, and Ottawa Junction for passengers beyond Newton, west or south, at which 11 or 27 is scheduled to stop.
 (b) At Littleton to discharge passengers from Colorado Springs, Pueblo and east.
 (c) At Manzanola and Fowler to discharge passengers from east of La Junta and to pick up passengers for Denver.

- No. 11-12. From Denver (a) At Littleton and Monument to pick up passengers for Colorado Springs, Pueblo and east where 11-12 or 27 are scheduled to stop.
 (b) At Spearville for passengers for points east and south of Newton.
 (c) At Osage City to discharge passengers from west of La Junta.
 (d) At Holliday to discharge passengers from west of La Junta for Second and Third Districts Eastern Division and Southern Kansas Division points.
- No. 14. (a) At any station La Junta to Newton to discharge passengers from La Junta and west.
 (b) At Lang, Pauline, Spencer, Grover and Wilder for passengers for Kansas City and beyond and at Morris and Turner to discharge passengers from west of Holliday.
- No. 17. (a) At any station south of Arkansas City to discharge passengers from east and west of Newton, and at Chilocco for passengers for Ponca City and south.
 (b) At any station south of Guthrie to discharge passengers from east or west of Klowa, via Enid District.
 (c) At Burlingame and Osage City to discharge passengers from Kansas City and east and to pick up passengers for south of Mulvane.
- No. 18. (a) At any station south of Newton to discharge passengers from south of Purcell, and at Chilocco to discharge passengers from Ponca City and south.
 (b) At any station east of Newton to discharge passengers from south of Newton.
 (c) At Barclay, Scranton, Wakarusa, Lake View and Wilder for passengers for points beyond Kansas City.
- No. 21. (a) At any station Chicago to Clovis to pick up passengers for points in Arizona, California or beyond.
 (b) At Holliday to pick up passengers from train No. 52 destined to points west where No. 21 is scheduled to stop.
 (c) At any station to discharge passengers from east of Kansas City and from connections at Wellington, Harper, Klowa and Avarid.
 (d) At any station Newton to Clovis for passengers to any point west and south of Clovis, including points west of Albuquerque, Deming and El Paso.
- No. 22. (a) At any station Belen to Clovis to pick up passengers for Slaton Division and beyond Sweetwater.
 (b) At any station, except Folsom, St. Francis and Lee, to discharge passengers from Amarillo and west; and at Folsom, St. Francis and Lee to discharge passengers from west of Amarillo.
 (c) At stations east of Attica to discharge passengers from Medicine Lodge District.
 (d) At points Mulvane to Emporia to discharge passengers from west of Mulvane.
 (e) At any station Kansas City to Chicago to discharge passengers from any line west of Kansas City and to discharge passengers from St. Joseph and connecting lines.
 (f) At Bucklin, Gorin, Stronghurst, Williamsfield, and Princeville for passengers to Chicago and beyond.
 (g) At Wyaconda and Dallas City for passengers for Galesburg and east at which No. 22 is scheduled to stop.
 (h) At Dallas City, Ransom, Kinsman, Verona and Mazon to discharge passengers from west of Fort Madison and to pick up passengers for Chicago and beyond.
- No. 27. (a) At Newkirk to discharge passengers from Winfield and east and to pick up passengers for Guthrie and beyond where No. 27 is scheduled to stop.
 (b) At Edmond to discharge passengers from Kansas City and beyond.
- No. 28. (a) At Edmond to pick up passengers for Ponca City and points east at which No. 28 is scheduled to stop.
 (b) At Newkirk to discharge passengers from Guthrie and south and to pick up passengers for Winfield and beyond where No. 28 is scheduled to stop.
 (c) At stations Newton to Kansas City to discharge passengers from south of Purcell.
 (d) At Ottawa Jct., Wellsville, Edgerton, Gardner, Olathe and Kansas City, Kan. (Argentine station) to discharge passengers from Oklahoma City.
- No. 47. At Richmond to discharge passengers from beyond Kansas City. At Earlton, Thayer, Morehead, Bolton and Wayside to discharge passengers from Kansas City and east.
- No. 48. (a) At Morehead for passengers for Ottawa and east where No. 48 is scheduled to stop.
 (b) At Richmond, Princeton, Wellsville, Edgerton, Gardner and Olathe to discharge passengers from south of Chanute and at Holliday to discharge passengers ticketed to points west via Holliday.
 (c) At Richmond for passengers destined beyond Kansas City.
 (d) At Humboldt for passengers to Kansas City and beyond.
- No. 50. At Holliday to discharge passengers for No. 1.

THE FOLLOWING SIGNS INDICATE—

s—Regular Stop; f—Stop on signal; m—Stop for meals; B—Booth telephone; C—Office of communication; W—Water station; F—Fuel station; T—Turn table; Y—Wye.

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

Dr. J. P. KASTER, Chief Surgeon, Topeka.
Dr. M. L. BISHOFF, Assistant Chief Surgeon, Topeka.

ILLINOIS DIVISION.

FT. MADISON HOSPITAL.

Dr. J. F. CHALMERS, Surgeon in Charge.
Dr. R. L. FEIGHTNER, Assistant Surgeon.
Dr. R. S. REIMERS, Eye, Ear, Nose and Throat
Specialist.
Dr. J. M. CASEY, Anaesthetist and Local Surgeon.
Dr. N. E. COLBY, Consulting Dentist.
LOCAL SURGEONS.
Dr. T. J. KASTER, Polk and State Sts., Chicago.

Dr. L. L. GARDNER, Polk and State Sts., Chicago.
Dr. T. JOHNSTON, Polk and State Sts., Chicago.
Dr. JOHN A. ANTE, Polk and State Sts., Chicago.
Dr. E. W. CAULDWELL, Lemont.
Dr. EARL R. STEEN, Joliet.
Dr. F. A. STOCKDALE, Coal City.
Dr. A. C. PURCELL, Streator.
Dr. R. T. RODAWAY, Roanoke.
Dr. W. L. NEEDHAM, Pekin.

Dr. F. T. POTTS, Toluca.
Dr. O. F. THOMAS, Chillicothe.
Dr. A. F. STOTTS, Galesburg.
Dr. I. F. HARTER, Stronghurst.

EYE, EAR, NOSE AND THROAT SPECIALISTS AT LOCAL POINTS.

Dr. W. H. PECK, Chicago.
Dr. H. C. HILL, Streator.

R. D. MONTGOMERY, General Watch Inspector, Topeka.

LOCAL INSPECTORS, ILLINOIS DIVISION.

F. E. LYND, Chillicothe.
W. J. SOWERS, Streator.
P. O. PEEMUELLER, 1735 Wabash Ave., Chicago.
J. W. BELT, 6247 South Kedzie Ave., Chicago.

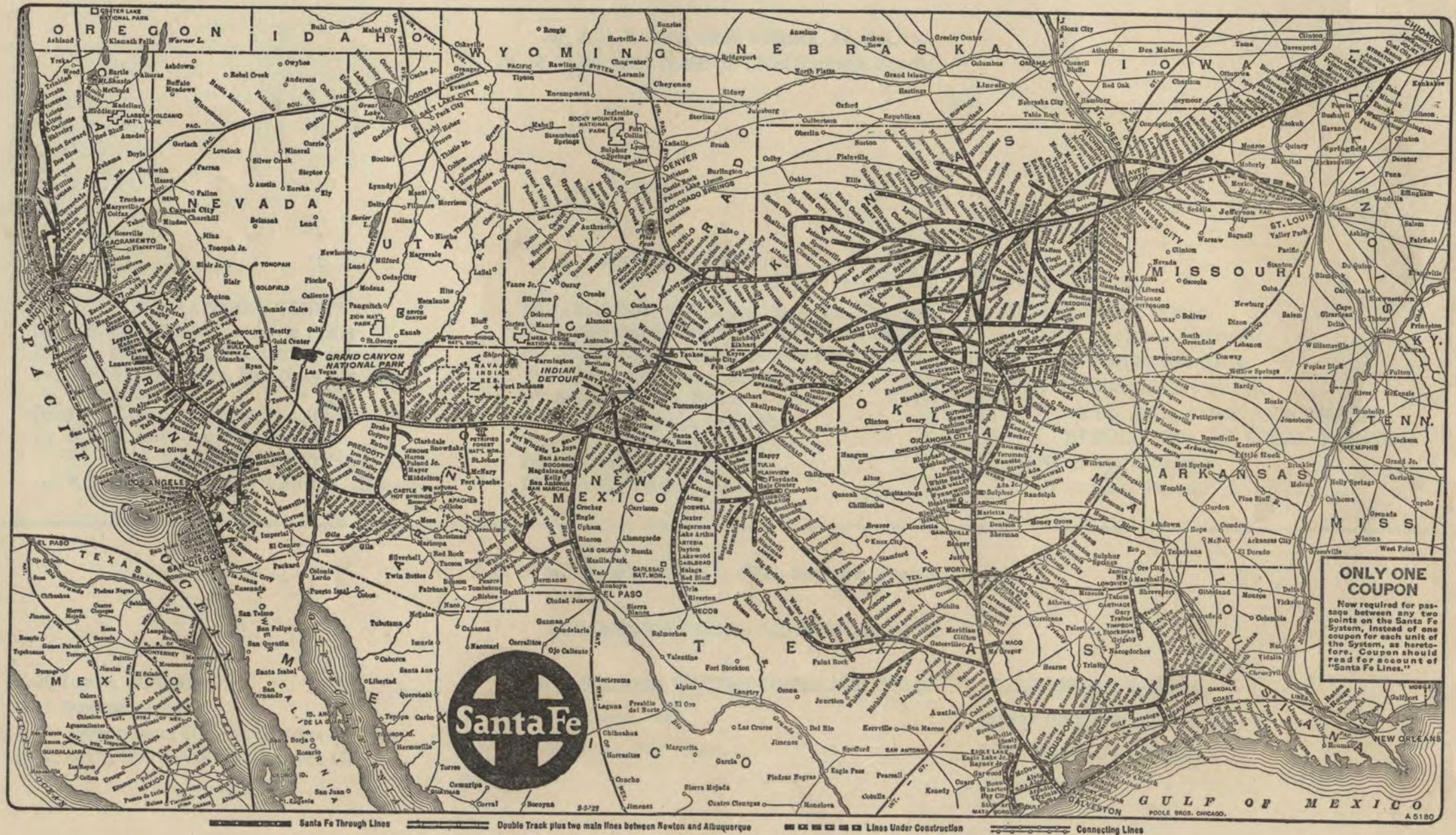
BENNETT E. LASHER, 3805 South Kedzie Ave., Chicago.
HENRY G. YAHN, Joliet.
DANA BUSHONG, Fort Madison.

WILLIAM STOFFT, Galesburg.
HENRY BIRKENBUSCH, Pekin.
W. S. EICHENLAUB, Shopton.

SANTA FE SAFETY FIRST

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

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



The Atchison, Topeka & Santa Fe Railway Co.



EASTERN LINES.

EASTERN DISTRICT.



ILLINOIS DIVISION.

EMPLOYEES' TIME TABLE No. 52.

IN EFFECT

SUNDAY, JUNE 9, 1929,

AT 12:01 O'CLOCK A.M.

CENTRAL STANDARD TIME.

Superseding Time Table No. 51, Dated July 1, 1928, and any Supplements thereto.

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

F. A. LEHMAN,
General Manager,
TOPEKA, KANSAS.

D. S. FARLEY,
Asst. General Manager,
TOPEKA, KANSAS.

H. R. LAKE,
Supt. Transportation,
CHICAGO, ILLINOIS.

G. H. MINCHIN,
Superintendent,
CHILLICOTHE, ILLINOIS.