

The Atchison, Topeka & Santa Fe Railway Co.

EASTERN LINES.

EASTERN DISTRICT.

ILLINOIS DIVISION.

EMPLOYEES' TIME TABLE No. 36.

IN EFFECT

SUNDAY, NOVEMBER 12, 1911,

AT 12:01 O'CLOCK A. M.

CENTRAL STANDARD TIME.

Superseding Time Table No. 35, Dated January 15, 1911, and any Supplements thereto.

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

C. W. KOUNS,

General Manager,

TOPEKA, KANSAS.

R. J. PARKER,

General Superintendent,

TOPEKA, KANSAS.

C. B. STROHM,

Supt. of Transportation,

CHICAGO, ILLINOIS.

G. E. AYER,

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 1909, and the current Time Table, must be in the hands of all employes of the Operating Department.

Substitute for note under Rule 221-A of Current Rules and Regulations, Operating Department: This rule not applicable to double track where separate signals are provided for trains on sidings.

Where upper quadrant three-position signals are installed, the following indications will be provided:

Stop—Arm horizontal, or red light.
Proceed under control—Arm 45 degrees upward, or yellow light.

Proceed—Arm vertical, or green light.
Signals operated under automatic signal rules will be designated by a number plate.

Except as otherwise provided, all Eastward Trains are superior to Westward 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.

Following stations have bulletin books: Shopton, Ft. Madison, Chillicothe, Streator, Joliet, Corwith, Chicago, and Pekin.

The following stations have Yard Limits (see No. 93, General Rules): Corwith, Joliet, Streator, Toluca, Chillicothe, Galesburg, Shopton, on Pekin District, Ancona and Pekin. At all other stations trains must be protected as per Nos. 99 and D-99 of General Rules.

Time signals will be sent daily at 11:00 A. M., "Central" time, from the Master Clock of 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. All repeater switches should be thrown. The following programme will be observed:

H. M. S.
10 57 00 A. M., Second beats commence and continue until the 23th second, inclusive, when circuit opens until
10 57 30 A. M., When second beats commence again, continuing to the 55th second, inclusive, when circuit opens until
10 58 00 A. M., When second beats commence again, continuing until the 23th second, inclusive, when circuit opens until
10 58 30 A. M., When second beats commence again, continuing to the 55th second, inclusive, when circuit opens until
10 59 00 A. M., When second beats commence and continue until the 23th second, inclusive, when circuit opens until
10 59 30 A. M., When second beats commence again, continuing to the 50th second, inclusive, when circuit opens until
11 00 00 A. M., When the circuit closes one dot, and then opens 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 Washington, the time will be struck by the Master Clock at Topeka, from Standard Time in the General Watch Inspector's 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, Streator, 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), Dallas City (passenger and freight 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. Rock Island and Lake Shore, Chicago. Southern Wye of Lake Shore, Chicago. Saint Charles Air Line, Viaduct, Chicago. North Wye of Lake Shore, Viaduct, Chicago. Illinois Central Viaduct, Chicago. Eighteenth Street Viaduct, Chicago. Eighteenth Street Semaphore Tower, Chicago. I. & M. Canal Bridge, Chicago. East Wye Bridge, Corwith. West Wye Bridge, Corwith. Illinois Canal. |
| 39.2 | 44 | |
| 40.1 | No number. | |
| 42.7 | 45 | |
| 43.8 | 45-A | C. & A. Viaduct. |
| 43.8 | 45-B | Overhead Public Crossing. |
| 121.1 | 184 | C. & A. Viaduct, La Rose. |
| 180.5 | 253 | Highway Crossing, Galesburg. |
| 181.0 | 254 | C. B. & Q. Viaduct, Galesburg. |
| 236.0 | 335 | Mississippi River. |

RAILROAD CROSSINGS.

Chicago.—Stewart Avenue, C. M. & N., C. & A., C. & W. I., and P. R. R. crossings are protected by interlocking system, without distant signals and derails. Trains will be governed by C. & W. I. rule, which requires all trains to come to a stop before passing over this crossing. Stop boards are located on tracks west of crossing.

Pan Handle crossing: Trains and engines will make regulation crossing stop going in both directions, at Pan Handle crossing. In addition to making this stop, semaphore signal must also be clear.

Ills. Northern Ry. crossing: Trains and engines will make regular crossing stop in both directions.

Chicago Yard Limits extend to Yard Limit Board, 4,950 feet west of Nerska.

Nerska.—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. T. 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.

At Pequot, east- and westward detouring tracks are controlled by standard interlocking system, with distant and home signals and derails. All trains approaching must keep sharp lookout, and be prepared to come to full stop.

Coal City.—C. & A. switch track is protected with Hall's interlocking system, west signal 750 feet and east signal 1,500 feet away from crossing. 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.—Chicago & Alton crossing, 1 mile east of depot, is pro-

ected by standard interlocking system, with distant and home signals and derails. When signals are clear, trains may cross at speed permitted by ordinance.

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.

Double Track extends from first switch west of Mississippi river bridge to switch at west end of Shopton office. Switch at east end of double track is controlled by interlocking plant on draw-bridge. Switch at west end of double track must be kept set for eastward trains.

On double track where current of traffic rules are in effect and fixed signals leading from passing tracks are provided, trains which have taken siding having passed block signal in clear position will, before again occupying main track in direction of traffic, be given proceed indication by signal. If block is occupied, permission to proceed will be given by permissive card. Trains entering passing track with block signal in stop position will proceed only by clearance card and proceed indication by signal or clearance card and permissive card.

Trains carrying classification signals will continue same over double track.

R. H. ALLISON,
Train Master,
CHILLICOTHE, ILL.

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

ILLINOIS DIVISION.—FIRST DISTRICT.

WESTWARD.

| Third Class. | Second Class. | | | First Class. | | | | | | | | | Capacity of Sliding. | Fuel Water, Turn Tables and Wye. | TIME TABLE No. 36, November 12, 1911. | Ruling Grade Ascending. | Distance from Chicago. |
|-----------------------------|--------------------------|---------------|---|--------------------------|--------------------|------------------|----------------|--|-------------------|----------------------------|---------------------|--------------------------------|----------------------|----------------------------------|---|-------------------------|------------------------|
| 51 | 47 | 39 | 33 | 23 | 19 | 15 | 13 | 9 | 7 | 5 | 3 | 1 | | | | | |
| Way Freight. | Pekin Freight. | Fast Freight. | Col., Cal., Tex. and Kan. Fast Freight. | Ft. Madison Express. | De Luxe. | Kansas Fast Mail | Pekin Express. | Colo. Flyer and Calif. rnia Fast Mail. | Mail and Express. | Colorado and Utah Express. | California Limited. | Mexico and California Express. | | | | | |
| Leave Daily Ex. Sunday. | Leave Daily Ex. Sunday. | Leave Daily. | Leave Daily. | Leave Daily Ex. Sunday. | Leave Tuesday. | Leave Daily. | Leave Daily. | Leave Daily. | Leave Daily. | Leave Daily. | Leave Daily. | Leave Daily. | | | | | |
| | | | | AM 7.43 | PM 8.00 | PM 2.47 | PM 12.30 | AM 9.30 | AM 2.15 | PM 6.00 | PM 8.05 | PM 10.00 | 1435 | | CHICAGO 1.2 | 0 | |
| | | | | | | | | | | | | | | | C. & W. I. JUNC. 0.0 | 79.2 | |
| | PM 8.15 | | PM 7.00 | | | | | | | | | | | W F T | 18TH ST. YARD. 0.1 | 0 | |
| | | | | | | | | | | | | | | | Stewart Avenue Crossing. 0.7 | 0 | |
| | | | | | | | | | | | | | | | HALSTED STREET. 1.1 | 0 | |
| | | | | | | | | | | | | | | | DRAWBRIDGE. 1.3 | 26.4 | |
| | | | | | | | | | | | | | | | Pa-handle Crossing. 1.5 | 35.8 | |
| | | | | | | | | | | | | | | | Ill. Northern Ry. Crossing. 0.1 | 0 | |
| AM 7.15 | | PM 12.50 | | | | | | | | | | | 1722 | W F T Y | CORWITH. 0.2 | 0 | |
| | 9.10 | | | | | | | | | | | | | | CORWITH JUNC. 1.2 | 0 | |
| | | | | | | | | | | | | | | | Belt Crossing. 0.1 | 0 | |
| 7.20 | 9.19 | 12.55 | 7.30 | 8.02 | 8.15 | 3.02 | 12.47 | 9.45 | 2.33 | 6.18 | 8.23 | 10.18 | No Sdg. | | NERSKA. 5.3 | 0 | |
| 7.45 | 9.33 | 1.15 | 7.45 | 8.09 | 8.23 | 3.10 | 12.55 | 9.52 | 2.40 | 6.26 | 8.31 | 10.25 | 110 | | McCOOK. 0.2 | 0 | |
| | | | | | | | | | | | | | | | C. & C. T. Crossing. 1.8 | 0 | |
| | | | | 8.12 | | | 12.58 | | | | | | No Sdg. | | NOVAK. 2.7 | 0 | |
| 8.05 8.30 ²³ | 9.45 | 1.30 | 8.00 | 8.17 ⁵¹ | 8.28 | 3.16 | 1.03 | 9.58 | 2.45 | 6.32 | 8.37 | 10.31 | 150 | W | WILLOW SPRINGS. 1.6 | 0 | |
| | | | | 8.20 | | | 1.05 | | | | | | 40 | | SANTA FE PARK. 1.4 | 15.8 | |
| | | | | 8.23 | | | 1.07 | | | | | | 3 | | BYRNEVILLE. 2.9 | 15.8 | |
| 9.00 | | | | 8.28 | 8.35 | 3.23 | 1.12 | 10.05 | 2.52 | 6.39 | 8.47 | 10.38 | 135 | | TEDENS. 1.7 | 0 | |
| 9.20 | 10.00 | 1.47 | 8.20 | 8.28 | 8.35 | 3.23 | 1.12 | 10.05 | 2.52 | 6.39 | 8.47 | 10.38 | 135 | | LEMONT. 4.3 | 0 | |
| 9.30 | 10.05 | | | 8.32 | 8.37 | 3.25 | 1.15 | 10.07 | 2.54 | 6.41 | 8.50 | 10.41 | 20 | | ROMEO. 3.5 | 0 | |
| 10.05 10.20 ⁹ | 10.15 | 2.10 | 8.34 ⁹ 9.08 ¹⁹ | 8.39 | 8.43 ³³ | 3.29 | 1.23 | 10.12 ⁵¹ | 2.59 | 6.47 | 8.58 ³³ | 10.46 | 110 | | LOCKPORT. 4.5 | 0 | |
| 10.35 | 10.22 | | | 8.45 | 8.47 | 3.33 | 1.30 | 10.16 | 3.03 | 6.51 | 9.02 | 10.51 | 25 | | JOLIET. | 0 | |
| 10.50 AM | 10.40 PM | 2.40 PM | 9.30 PM | 8.55 AM | 8.57 PM | 3.38 PM | 1.45 PM | 10.25 AM | 3.13 AM | 7.00 PM | 9.07 PM | 11.00 PM | 350 | W F T | | 41.4 | |
| Arrive Daily Ex. Sunday. | Arrive Daily Ex. Sunday. | Arrive Daily. | Arrive Daily. | Arrive Daily Ex. Sunday. | Arrive Tuesday. | Arrive Daily. | Arrive Daily. | Arrive Daily. | Arrive Daily. | Arrive Daily. | Arrive Daily. | Arrive Daily. | | | (41.4) | | |

(12.1) (16.7) (19.2) (20.8) (35.5) (43.6) (48.7) (33.1) (45.2) (42.8) (41.4) (40.1) (41.4) Average speed per hour.

NOTE.—Illinois Division Time Table gives Trains no right east of Nerska.
 All Conductors and Enginemen will be governed by time, rules and regulations of C. & W. I. R. R. Co. between Chicago and C. & W. I. Junction.
 All Conductors and Enginemen will be governed by Chicago Terminal current time table between C. & W. I. Junction and Nerska.
 All trains will register by form 903 at Fifth Avenue Office, Joliet.

All Passenger trains must get Clearance Cards before leaving Dearborn Station, Chicago. All westward freight trains must get Clearance Cards before leaving Corwith and 13th street yard.
 All trains will reduce speed to twenty (20) miles per hour over Canal Bridge, Joliet.

ILLINOIS DIVISION.—FIRST DISTRICT.

EASTWARD.

| Ruling Grade Ascending. | TIME TABLE No. 36, November 12, 1911. | Telegraph and Telephone Codes. | First Class. | | | | | | | | | Second Class. | | | Third Class. |
|-----------------------------|---|--------------------------------|------------------|------------------|------------------|---------------------------|--------------------|------------------|----------------|--------------------------|------------------|---------------|--------------------------|--------------------------|-------------------------|
| | | | 2 | 4 | 6 | 8 | 10 | 14 | 20 | 24 | 120 | 32 | 34 | 48 | 52. |
| | | | Eastern Express. | Chicago Limited. | Chicago Express. | Chicago Mail and Express. | Chicago Fast Mail. | Chicago Express. | De Luxe. | Chicago Express. | Chicago Express. | Meat Express. | Fruit Express. | Stock Express. | Way Freight. |
| STATIONS. | | | Arrive Daily. | Arrive Daily. | Arrive Daily. | Arrive Daily. | Arrive Daily. | Arrive Daily. | Arrive Friday. | Arrive Daily Ex. Sunday. | Arrive Daily. | Arrive Daily. | Arrive Daily Ex. Monday. | Arrive Daily Ex. Sunday. | |
| 0 | CHICAGO. | N P | AM 10.00 | AM 11.00 | AM 9.15 | PM 9.15 | AM 7.28 | PM 1.00 | AM 11.10 | PM 5.18 | AM 9.25 | | | | |
| 79.2 | 1.2 C. & W. I. JUNC. | | | | | | | | | | | | | | |
| 0 | 0.0 18TH ST. YARD. | | | | | | | | | | | PM 5.15 | AM 4.10 | AM 5.30 | |
| 0 | 0.1 Stewart Avenue Crossing | | | | | | | | | | | | | | |
| 0 | 0.7 HALSTED STREET. | | | | | | | | | | | | | | |
| 0 | 1.1 DRAWBRIDGE. | | | | | | | | | | | | | | |
| 0 | 1.3 Panhandle Crossing. | | | | | | | | | | | | | | |
| 0 | 1.5 Ill. Northern Ry. Crossing. | | | | | | | | | | | | | | |
| 0 | 0.1 CORWITH. | N P | | | | | | | | | | 4.50 4.30 | 3.45 3.30 | 5.15 5.00 | PM 4.00 |
| 0 | 0.2 CORWITH JUNC. | | | | | | | | | | | | | | |
| 0 | 1.2 Belt Crossing. | | | | | | | | | | | | | | |
| 0 | 0.1 NERSKA. | D P | 9.38 | 10.35 | 8.50 | 8.50 | 7.03 | 12.35 | 10.50 | 5.05 | 8.40 | 4.20 | 3.20 | 4.52 | 3.30 |
| 0 | 5.3 McCOOK. | N P | 9.31 | 10.27 | 8.40 | 8.40 | 6.55 | 12.26 | 10.40 | 4.55 | 8.30 | 4.00 | 3.00 | 4.42 | 3.00 |
| 0 | 0.2 G. & C. T. Crossing. | | | | | | | | | | | | | | |
| 0 | 1.8 NOVAK. | | | | | | | 12.21 | | 4.50 | 8.25 | | | | 2.45 |
| 0 | 2.7 WILLOW SPRINGS. | N P | 9.24 | 10.20 | 8.30 | 8.33 | 6.47 | 12.15 | 10.32 | 4.45 | 8.19 | 3.30 | 2.40 | 4.30 | 2.35 |
| 0 | 1.6 SANTA FE PARK. | | | | | | | 12.10 | | 4.41 | | | | | |
| 0 | 1.4 BYRNEVILLE. | T | | | | | | 12.06 PM | | 4.37 | 8.12 | | | | 2.10 |
| 15.8 | 2.9 TEDENS. | V | 9.16 | 10.12 | 8.22 | 8.25 | 6.41 | | 10.24 | 4.32 | 8.04 | 2.57 | 2.15 | 4.17 | 2.00 |
| 0 | 1.7 LEMONT. | D T | 9.14 | 10.10 | 8.19 | 8.23 | 6.39 | 11.59 | 10.22 | 4.28 | 8.00 | | | 4.12 | 1.50 |
| 0 | 4.3 ROMEO. | D P | 9.08 | 10.04 | 8.12 | 8.17 | 6.35 | 11.52 | 10.17 | 4.20 | 7.45 | 2.40 | 1.50 | 4.02 | 1.30 |
| 15.8 | 3.5 LOCKPORT. | D T | 9.03 | 9.59 | 8.06 | 8.13 | 6.30 | 11.45 | 10.13 | 4.13 | 7.30 | | | 3.52 | 1.10 |
| 0 | 4.5 JOLIET. | N P | 8.55 AM | 9.50 AM | 7.55 AM | 8.05 PM | 6.22 AM | 11.35 AM | 10.07 AM | 4.05 PM | 7.15 AM | 2.15 PM | 1.15 AM | 3.37 AM | 12.40 PM |
| 52.8 | (41.4) | | Leave Daily. | Leave Daily. | Leave Daily. | Leave Daily. | Leave Daily. | Leave Daily. | Leave Friday. | Leave Daily Ex. Sunday. | Leave Daily. | Leave Daily. | Leave Daily. | Leave Daily Ex. Monday. | Leave Daily Ex. Sunday. |
| Average speed per hour..... | | | (38.2) | (35.5) | (31.5) | (35.5) | (37.6) | (29.2) | (39.4) | (29.8) | (19.1) | (15.5) | (15.5) | (25.8) | (10.1) |

DOUBLE TRACK between Joliet and Chicago.

Rules governing the movement of trains with current of traffic on double track by means of Block Signals:

On double track, trains will run with current of traffic by block signals, whose indications will supersede time-table superiority.

All trains shall keep to the right.

The movement of trains will be supervised by train dispatcher, who will issue instructions to signalmen when required.

Trains having work to do which may detain them must obtain permission from signalman at the last station at which there is a siding before entering the block in which work is to be done. Signalman must obtain authority to give this permission from the dispatcher.

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

Except as affected by these rules, Block Signal and train rules remain in force.

NO. 20 RUNS FRIDAY.

NOTE.—Illinois Division Time Table gives Trains no right east of Nerska.

All Conductors and Enginemen will be governed by Chicago Terminal current time table between Nerska and C. & W. I. 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 trains will reduce speed to twenty (20) miles per hour over Canal Bridge, Joliet.

ILLINOIS DIVISION.—FIRST DISTRICT.

EASTWARD.

| Rating Grade According. | TIME TABLE No. 36, November 12, 1911. | Telegraph and Telephone Offices. | First Class. | | | | | | | | | Second Class. | | | | Third Class. | | |
|-------------------------|---|----------------------------------|--------------------|--------------------|------------------|---------------------------|--------------------|------------------|------------------------|--------------------|-------------------------|--------------------------|----------------|----------------|---------------------------|-------------------------|---|-------------------------|
| | | | 2 | 4 | 6 | 8 | 10 | 14 | 20 | 24 | 120 | 120 | 32 | 34 | 48 | 50 | 52 | 54 |
| | | | Eastern Express. | Chicago Limited. | Chicago Express. | Chicago Mail and Express. | Chicago Fast Mail. | Chicago Express. | De Luxe. | Chicago Express. | Chicago Express. | Stock Express and Mixed. | Meat Express. | Fruit Express. | Stock Express. | VA Freight. | VA Freight. | VA Freight. |
| | STATIONS. | | Arrive Daily. | Arrive Daily. | Arrive Daily. | Arrive Daily. | Arrive Daily. | Arrive Daily. | Arrive Daily. | Arrive Daily. | Arrive Daily. | Arrive Daily. | Arrive Daily. | Arrive Daily. | Arrive Daily. | Arrive Daily. | Arrive Daily. | |
| | JOLIET. | N P | AM 8.55 | AM 9.50 | AM 7.55 | PM 8.05 | AM 6.22 | \$11.35 | AM 10.07 | PM 4.05 | AM 7.15 | | PM 2.15 | AM 1.15 | AM 3.37 | | PM 12.40 | |
| 15.8 | 3.9 | | | | | | | | | | | | | | | | | |
| 11.9 | PLAINES. | D P | 8.44 | 9.40 | 7.48 | 7.53 | 6.11 | | 11.20 | f 3.53 | f 7.05 | | 1.58 | 12.55 | 3.20 | | 12.20 | |
| 9.7 | MILLSDALE. | D P | 8.35 | 9.32 | 7.41 | 7.44 | 6.03 | | f 11.13 | s 3.43 | s 6.54 | | 1.42 | 12.35 | 3.05 | | 12.05 PM | |
| 16.2 | DRUMMOND. | G V | 8.32 | 9.29 | 7.38 | 7.41 | 5.59 | | f 11.08 | f 3.37 | f 6.49 | | 1.35 | 12.25 | 2.58 | | 11.55 | |
| 17.6 | BLODGETT. | | | | | | | | f 11.05 | | f 6.44 | | | | | | | |
| 23.7 | MATHER. | | | | | | | | | | s 6.41 | | | | | | | |
| 3.7 | LORENZO. | D P | 8.25 | 9.23 | 7.31 | 7.34 | 5.52 | | s 11.00 | 9.43 | s 3.30 | s 6.39 | | 1.20 | 12.02 AM | 2.45 | 11.30 | |
| 23.7 | PEQUOT. | N P | 8.18 | 9.17 | 7.24 | 7.27 | 5.45 | | f 10.50 | 9.37 | 3.22 | 6.29 | | 1.08 | 11.35 | 2.30 | 11.07 | |
| 0 | C. & A. Spur Crossing. | | | | | | | | | | | | | | | | | |
| 0 | COAL CITY. | D T | 8.16 | 9.15 | \$ 7.21 | \$ 7.25 | \$ 5.42 | | \$ 10.47 ⁶² | 9.35 | \$ 3.18 | \$ 6.27 | | 1.03 | 11.25 | 2.25 | 10.53 ¹⁴ 10.30 | |
| 0 | G. C. & N. E. R. Crossing. | P | | | | | | | | | | | | | | | | |
| 0 | GORMAN. | | | | | | | | | | f 6.20 | | | | | | 10.15 | |
| 0 | C. C. C. & St. L. Ry. Crossing. | | | | | | | | | | | | | | | | | |
| 0 | MAZON. | D P | 8.07 | 9.06 | 7.08 | 7.16 | 5.33 | | \$ 10.35 | 9.26 | \$ 3.07 | \$ 6.12 | | 12.46 | 10.45 | 2.05 | 9.50 | |
| 0 | VERONA. | D P | 8.02 | 9.00 ⁵² | 7.01 | 7.10 | 5.27 | | \$ 10.26 | 9.20 ⁵² | \$ 2.58 | \$ 6.05 | | 12.36 | 10.20 | 1.53 | 9.27 ⁴ 8.54 ²⁰ | |
| 0 | KINSMAN. | D T | 7.57 | 8.56 | 6.55 | 7.05 | 5.22 | | \$ 10.18 | 9.15 | \$ 2.50 | \$ 5.58 | | 12.26 | 10.00 | 1.41 | 8.25 | |
| 15.8 | RANSOM. | D P | 7.52 ⁵² | 8.51 | 6.48 | 7.00 | 5.15 | | \$ 10.09 | 9.08 | \$ 2.43 | \$ 5.49 | | 12.14 | 9.30 | 1.27 | 8.00 ² 7.40 | |
| 15.8 | KERNAN. | D P | 7.45 | 8.45 | 6.40 | 6.55 | 5.08 | | f 10.00 | 9.03 | \$ 2.35 | \$ 5.40 | | 12.01 PM | 9.05 | 1.15 | 7.20 | |
| 15.8 | STREATOR. | N P | 7.37 7.35 | 8.35 8.30 | 6.30 6.25 | 6.45 6.40 | 4.58 4.55 | 9.50 9.45 | 8.55 | 2.25 2.20 | 5.30 AM | AM 12.20 AM | 11.40 11.10 | 8.35 8.00 | 1.00 AM 11.05 | PM 3.45 | 7.00 AM | AM 11.00 |
| 0 | Wabash Crossing. | | | | | | | | | | | | | | | | | |
| 0 | MOON. | | | | | | | | f 9.34 | | f 2.05 | | | | | | 3.15 | 10.40 |
| 0 | ANCONA. | D P | 7.23 | 8.21 | 6.14 | 6.31 | 4.45 | | f 9.31 AM | 8.40 | \$ 2.00 | | f 11.55 | 10.50 | 7.35 | 10.40 PM | 3.05 PM | 10.30 |
| 26.9 | LEEDS. | D P | 7.16 | 8.13 | 6.06 | 6.23 | 4.36 | | | 8.32 | \$ 1.50 | | f 11.35 | 10.30 | 7.07 | | | 10.00 |
| 0 | CATON. | | | | | | | | | | f 1.41 | | | | | | | 9.45 |
| 26.4 | TOLUCA. | D P | 7.05 | 8.01 | \$ 5.56 | \$ 6.11 | 4.25 | | | 8.21 | \$ 1.35 | | s 11.15 | 10.05 | 6.36 | | | 9.30 |
| 26.4 | LA ROSE. | D P | 6.55 | 7.52 | 5.42 | 6.00 ³⁴ | 4.12 | | | 8.10 | \$ 1.22 | | f 10.50 | 9.45 | 6.11 ⁸ 5.50 | | | 9.05 |
| 26.4 | WILBERN. | D T | | | | | | | | | f 1.12 | | f 10.30 | | | | | 8.40 |
| 26.4 | ATLAS. | D P | 6.44 | 7.43 | 5.30 | 5.50 | 4.00 | | | 8.00 | 1.05 | | 10.15 | 9.15 | 5.25 | | | 8.25 |
| 0 | HOLTON. | | | | | | | | | | f 1.01 | | f 10.07 | | | | | 8.15 |
| | CHILLICOTHE. | N P | 6.34 AM | 7.33 AM | 5.20 AM | 5.40 PM | 3.50 AM | | | 7.52 AM | 12.55 PM | | 9.55 PM | 9.00 AM | 5.05 PM | | | 8.00 AM |
| | (92.9) | | Leave Daily. | Leave Daily. | Leave Daily. | Leave Daily. | Leave Daily. | Leave Daily. | Leave Daily. | Leave Friday. | Leave Daily Ex. Sunday. | Leave Daily. | Leave Daily. | Leave Daily. | Leave Daily. | Leave Daily Ex. Sunday. | Leave Daily Ex. Sunday. | Leave Daily Ex. Sunday. |

DOUBLE TRACK between Illinois River Bridge and Joliet.

Rules governing the movement of trains with current of traffic on double track by means of Block Signals:

On double track, trains will run with current of traffic by block signals, whose indications will supersede time-table superiority.

All trains shall keep to the right.

The movement of trains will be supervised by train dispatcher, who will issue instructions to signalmen when required.

Trains having work to do which may detain them must obtain permission from signalman at the last station at which there is a siding before entering the block in which work is to be done. Signalman must obtain authority to give this permission from the dispatcher.

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

Except as affected by these rules, Block Signal and train rules remain in force.

NOTE.—Illinois Division Time Table gives trains no right between Pequot and Joliet.

All Conductors and Enginemen will be governed by time, rules and regulations of A. T. & S. F. Ry. and C. & A. R. R. Joint Time Table between Joliet and Pequot.

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

Passenger trains must use 45 seconds, and freight trains 1 1/4 minutes, in crossing Illinois River bridge.

All trains will register by form 903 at Fifth Avenue office, Joliet.

All Eastward trains will register by Form 903 at Pequot.

NO. 20 RUNS FRIDAY.

| | | | | | | | | | | | | | | | | |
|-----------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|-------|--------|--------|
| Average speed per hour..... | (40.1) | (42.2) | (37.1) | (39.8) | (37.4) | (29.6) | (41.2) | (30.1) | (29.9) | (16.8) | (19.6) | (12.8) | (14.6) | (9.1) | (11.9) | (13.6) |
|-----------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|-------|--------|--------|

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

ILLINOIS DIVISION—SECOND DISTRICT.

WESTWARD.

| Third Class | Second Class. | | First Class. | | | | | | | | | | Capacity of Staging. | Fuel, Water, Turb. Tables and Wyes. | TIME TABLE No. 36. November 12, 1911. | Feeling Grade Ascending. | Distance from Chicago. |
|--------------------------|-----------------------|--|----------------------|--------------------------|------------------------|-------------------|---------------------------------------|--------------------|----------------------------|------------------------|--------------------------------|---------------|----------------------|-------------------------------------|---|--------------------------|------------------------|
| | 55 | 39 | 33 | 119 | 23 | 19 | 15 | 9 | 7 | 5 | 3 | 1 | | | | | |
| Way Freight. | Fast Freight. | Colo., Cal., Tex. and Kas. Fast Freight. | Kansas City Express. | Ft. Madison Express. | De Luxe. | Kansas Fast Mail. | Colo. Flyer and California Fast Mail. | Mail and Express. | Colorado and Utah Express. | California Limited. | Mexico and California Express. | No. Cars. | W F T Y | STATIONS. | Miles. | | |
| Leave Daily Ex. Sunday. | Leave Daily. | Leave Daily. | Leave Daily. | Leave Daily Ex. Sunday. | Leave Tuesday. | Leave Daily. | Leave Daily. | Leave Daily. | Leave Daily. | Leave Daily. | Leave Daily. | | | | | | |
| AM 7.00 | PM 11.35 ³ | AM 3.15 | | PM 12.45 ⁹ | PM 11.05 ³⁹ | PM 5.35 | PM 12.35 ²³ | AM 5.35 | PM 9.57 | PM 11.18 ³⁹ | AM 1.27 | 1265 | | CHILLICOTHE. | 134.3 | | |
| | | | | | | | | | | | | 10 | | 1.9 | 15.8 | | |
| 7.40 | AM 12.15 | 3.55 | | \$ 1.05 | 11.20 | 5.50 | 12.51 | 5.53 | 10.17 | 11.34 | 1.46 | 175 | | NORTH HAMPTON. | 136.2 | | |
| | | | | | | | | | | | | | | 6.1 | 58.1 | | |
| 8.10 | 12.37 | 4.10 | | \$ 1.18 | 11.27 | 5.57 | 12.59 | 6.01 | 10.28 | 11.43 | 1.55 | 120 | W | EDELSTEIN. | 142.3 | | |
| | | | | | | | | | | | | | | 6.3 | 31.7 | | |
| 8.25 | 12.50 | 4.23 | | \$ 1.26 | 11.32 | 6.01 | 1.03 | 6.06 | 10.32 | 11.48 | 1.59 | 90 | | R. I. & P. R. E. Crossing. | 145.6 | | |
| | | | | | | | | | | | | | | 0.3 | 0 | | |
| 8.50 | 1.07 | 4.42 | | \$ 1.37 | 11.37 | 6.06 | 1.09 | 6.13 | 10.38 | 11.55 | 2.06 | 35 | | PRINCEVILLE. | 148.9 | | |
| | | | | | | | | | | | | | | 3.4 | 31.7 | | |
| 9.15 | 1.25 | 4.54 | | \$ 1.47 | 11.43 | 6.11 | 1.15 | 6.20 | 10.46 | AM 12.02 | 2.13 | 120 | W | MONICA. | 152.3 | | |
| | | | | | | | | | | | | | | 0.2 | 0 | | |
| 9.35 | 1.43 | 5.04 | | \$ 1.58 | 11.50 | 6.17 | 1.23 | 6.26 | 10.55 | 12.10 | 2.20 | 30 | | G. B. & Q. R. E. Crossing. | 152.5 | | |
| | | | | | | | | | | | | | | 5.1 | 0 | | |
| 9.50 | 1.52 | 5.09 | | \$ 2.04 | 11.54 | 6.20 | 1.27 | 6.30 | 11.00 | 12.14 | 2.25 | 100 | | LAURA. | 157 | | |
| | | | | | | | | | | | | | | 5.0 | 31.7 | | |
| 10.15 | 2.15 | 5.29 | | f 2.16 | AM 12.02 | 6.27 | 1.33 | 6.36 | 11.07 | 12.22 | 2.33 | 79 | | WILLIAMSFIELD. | 162.6 | | |
| | | | | | | | | | | | | | | 5.0 | 0 | | |
| 10.45 | 2.35 ¹ | 5.55 | | \$ 2.30 | 12.15 | \$ 6.37 | \$ 1.43 | \$ 6.47 | \$ 11.20 | \$ 12.33 | \$ 2.47 ³⁹ | 400 | W F Y | DAHINDA. | 167.6 | | |
| 11.15 | 3.02 | | | | | | | | | | | | | 2.8 | 0 | | |
| | | | | | | | | | | | | | | 11.30 | 170.4 | | |
| 11.35 | | | | f 2.40 | | | | | | | | | | 12.43 | 18.0 | | |
| | | | | | | | | | | | | | | 3.02 | 31.7 | | |
| 11.42 | 3.34 | 6.20 | | 2.43 | 12.25 | 6.45 | 1.54 | 6.56 | 11.30 | 12.43 | 3.02 | 140 | | APPLETON. | 175.6 | | |
| | | | | | | | | | | | | | | 6.7 | 15 | | |
| 11.50 | | | | \$ 2.47 | | | | | | | | | | KNOX. | 178.5 | | |
| | | | | | | | | | | | | | | 2.9 | 31.7 | | |
| PM 12.10 | 3.55 | 6.43 | | f 2.55 | 12.32 | 6.52 | 2.01 | 7.03 | 11.38 | 12.51 | 3.10 | 56 | | EAST GALESBURG. | 182.2 | | |
| | | | | | | | | | | | | | | 3.7 | 31.7 | | |
| 12.20 | 4.00 | 6.50 ⁷ | | f 2.58 | 12.34 | 6.54 | 2.03 | 7.05 ³⁸ | 11.40 | 12.53 | 3.12 | 100 | W | GALESBURG. | 187.3 | | |
| | | 7.13 | | | | | | | | | | | | 5.6 | 25.9 | | |
| 12.45 | 4.25 | 7.35 | | f 3.08 | 12.40 | 7.00 | 2.10 | 7.12 | 11.47 | 1.02 | 3.20 | 30 | | SURREY. | 189.1 | | |
| | | | | | | | | | | | | | | 1.0 | 0 | | |
| 1.05 | 4.43 | 7.55 | | \$ 3.16 | 12.45 | 7.05 | 2.16 | 7.18 | 11.53 | 1.08 | 3.28 | 140 | | BOHN. | 190.6 | | |
| | | | | | | | | | | | | | | 1.8 | 21.6 | | |
| 1.30 | 4.56 | 8.10 | | \$ 3.23 | 12.50 | 7.09 | 2.20 | 7.22 | 11.58 | 1.13 | 3.33 | 50 | | CAMERON. | 194.7 | | |
| | | | | | | | | | | | | | | 4.1 | 31.7 | | |
| 1.55 | 5.14 | 8.30 | | \$ 3.31 | 12.56 | 7.14 | 2.26 | 7.28 | AM 12.05 | 1.19 | 3.39 | 179 | W | NEMO. | 196.3 | | |
| | | | | | | | | | | | | | | 1.6 | 0 | | |
| 2.10 | 5.30 | 8.45 | | \$ 3.37 | 1.00 | 7.19 | 2.31 | 7.33 | 12.11 | 1.26 | 3.44 | 100 | | ORMONDE. | 201.6 | | |
| | | | | | | | | | | | | | | 5.3 | 31.7 | | |
| 2.30 ⁹ | 5.57 | 9.10 | | \$ 3.48 | 1.08 | 7.26 | 2.39 ⁵⁵ | 7.41 | 12.23 | 1.39 | 3.55 | 140 | W | PONEMAH. | 206.0 | | |
| 2.50 | | | | | | | | | | | | | | 4.4 | 23.7 | | |
| 3.15 | 6.23 | 9.35 | | \$ 4.00 | 1.17 | 7.34 | 2.47 | 7.49 | f 12.33 | 1.50 | 4.05 | 20 | | SMITESHIRE. | 209.1 | | |
| | | | | | | | | | | | | | | 3.1 | 21.6 | | |
| 3.25 | 6.30 | 9.45 | | \$ 4.05 | 1.20 | 7.37 | 2.49 | 7.51 | 12.35 | 1.53 | 4.08 | 140 | | MEDIA. | 213.3 | | |
| | | | | | | | | | | | | | | 4.2 | 31.7 | | |
| 3.45 | 6.50 | 10.00 | | \$ 4.15 | 1.27 | 7.43 | 2.57 | 7.57 | 12.46 | 2.00 | 4.15 | 107 | | STRONGHURST. | 216.9 | | |
| | | | | | | | | | | | | | | 3.6 | 31.7 | | |
| | | | | | | | | | | | | | | 6.5 | 31.7 | | |
| 3.55 | 7.00 | 10.17 | | AM 9.20 | \$ 4.20 | 1.35 | \$ 7.50 | \$ 3.05 | \$ 8.05 | \$ 12.50 | \$ 2.08 | \$ 4.25 | | DECORA. | 223.4 | | |
| | | | | | | | | | | | | | | 5.9 | 31.7 | | |
| 4.15 | 7.15 | 10.30 | | 9.25 | 4.30 | 1.40 | 7.55 | 3.10 | 8.09 | 12.55 | 2.12 | 4.30 | | LOMAX. | 229.3 | | |
| | | | | | | | | | | | | | | 1.8 | 0 | | |
| Arrive Daily Ex. Sunday. | Arrive Daily. | Arrive Daily. | Arrive Daily. | Arrive Daily Ex. Sunday. | Arrive Wednesday. | Arrive Daily. | Arrive Daily. | Arrive Daily. | Arrive Daily. | Arrive Daily. | Arrive Daily. | Arrive Daily. | | DALLAS CITY. | 229.3 | | |
| | | | | | | | | | | | | | | 1.8 | 0 | | |
| | | | | | | | | | | | | | | 4.4 | 19.0 | | |
| | | | | | | | | | | | | | | E. FT. MADISON. | 235.5 | | |
| | | | | | | | | | | | | | | 1.0 | 0 | | |
| | | | | | | | | | | | | | | STATE LINE. | 236.5 | | |
| | | | | | | | | | | | | | | 0.9 | 0 | | |
| | | | | | | | | | | | | | | FORT MADISON. | 237.4 | | |
| | | | | | | | | | | | | | | 1.6 | 0 | | |
| | | | | | | | | | | | | | | SHOPTON. | 239.0 | | |
| | | | | | | | | | | | | | | (104.7) | | | |

DOUBLE TRACK between Illinois river bridge and East Ft. Madison.

Rules governing the movement of trains with current of traffic on double track by means of Block Signals:

On double track, trains will run with current of traffic by block signals, whose indications will supersede time-table superiority.

All trains shall keep to the right.

The movement of trains will be supervised by train dispatcher, who will issue instructions to signalmen when required.

Trains having work to do which may detain them must obtain permission from signalman at the last station at which there is a siding before entering the block in which work is to be done. Signalman must obtain authority to give this permission from the dispatcher.

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

Except as affected by these rules, Block Signal and train rules remain in force.

All trains must get clearance cards before leaving Chillicothe.

Passenger trains must use three minutes and freight trains five minutes crossing Mississippi River Bridge.

No. 19 LEAVES CHILLICOTHE TUESDAY AND ARRIVES SHOPTON WEDNESDAY.

(12.4) (14.5) (15.6) (19.2) (27.9) (40.5) (44.9) (40.5) (40.8) (35.8) (36.1) (34.3) Average speed per hour.

ILLINOIS DIVISION.—SECOND DISTRICT.

EASTWARD.

| Railroad Grade Ascending. | TIME TABLE No. 36, November 12, 1911. | Telegraph and Telephone Office. | First Class | | | | | | | Second Class. | | | Third Class. | |
|-----------------------------|---|---------------------------------|--------------------|--------------------|--------------------|---------------------------|--------------------|-----------------|--------------------|--------------------------|--------------------------|----------------------------|----------------|------------------------------|
| | | | 2 | 4 | 6 | 8 | 10 | 16 | 20 | 24 | 120 | 32 | 34 | 56 |
| | | | Eastern Express. | Chicago Limited. | Chicago Express. | Chicago Mail and Express. | Chicago Fast Mail. | Missouri Local. | De Luxe. | Chicago Express. | Stock Express and Mixed. | Meat Express. | Fruit Express. | Way Freight. |
| | STATIONS. | | Arrive Daily. | Arrive Daily. | Arrive Daily. | Arrive Daily. | Arrive Daily. | Arrive Daily. | Arrive Friday. | Arrive Daily Ex. Sunday. | Arrive Daily. | Arrive Daily. | Arrive Daily. | Arrive Daily Ex. Sunday. |
| 31.7 | CHILlicothe. 1.9 | N P | AM 6.30 | AM 7.28 | AM 5.15 | PM 5.35 | AM 3.45 | | AM 7.32 | PM 12.45 | PM 9.30 | AM 8.50 | PM 4.35 | PM 4.00 |
| 31.7 | NORTH HAMPTON. 6.1 | | | | | | | | | | | | | |
| 31.7 | EDELSTEIN. 6.3 | D N P | 6.16 | 7.14 | 5.00 | 5.20 | 3.33 | | 7.37 | 12.29 | 9.05 | 8.30 | 4.10 | 3.30 |
| 22.2 | R. I. & P. R. R. Crossing. 0.3 | D N P | | | | | | | | | | | | |
| 22.2 | PRINCEVILLE. 3.4 | D T | 6.06 | 7.04 | 4.49 | 5.11 | 3.24 | | 7.28 | 12.15 | 8.45 | 8.15 | 3.50 | 2.55 |
| 0 | MONICA. 0.2 | D T | 6.01 | 6.58 | 4.44 | 5.06 | 3.18 | | 7.23 | 12.05 PM | 8.30 | 8.05 | 3.40 | 2.35 |
| 31.7 | C. B. & Q. R. R. Crossing. 5.1 | P | | | | | | | | | | | | |
| 31.7 | LAURA. 5.0 | D T | 5.55 | 6.51 | 4.36 | 4.58 | 3.11 | | 7.17 | 11.55 | 8.12 | 7.48 | 3.22 | 2.15 |
| 31.7 | WILLIAMSFIELD. 5.0 | N P | 5.50 | 6.44 | 4.29 | 4.52 | 3.03 | | 7.11 | 11.45 | 8.00 | 7.30 | 3.05 | 1.47 |
| 26.4 | DAHINDA. 2.8 | D T | 5.40 | 6.34 | 4.19 | 4.45 | 2.54 | | 7.03 | 11.32 | 7.47 | 7.15 | 2.45 | 1.23 |
| 0 | APPLETON. 6.7 | D P | 5.36 | 6.30 | 4.15 | 4.41 | 2.50 | | 7.00 ³² | 11.25 | 7.40 | 7.07 ²⁰ 6.53 | 2.35 | 1.05 |
| 0 | KNOX. 2.9 | D P | 5.29 | 6.23 | 4.06 | 4.32 | 2.40 | | 6.53 | 11.13 | 7.25 | 6.40 | 2.16 | 12.35 |
| 0 | EAST GALESBURG. 3.7 | | | | | | | | | 11.08 | 7.22 | | | 12.30 |
| 26.4 | GALESBURG. 5.6 | N P | 5.22 | 6.15 ³² | 3.55 | 4.25 | 2.32 | | 6.45 | 11.00 | 7.10 | 6.23 ⁴ 5.58 | 1.55 | 12.15 PM 11.30 |
| 21.1 | SURREY. 1.0 | D T | | | | | | | | 10.50 | 6.52 | | | 11.15 |
| 31.7 | BOHN. 1.8 | D P | 5.11 | 6.04 | 3.44 | 4.15 | 2.18 | | 6.34 | 10.47 | 6.49 | 5.32 | 1.25 | 11.05 |
| 31.7 | CAMERON. 4.1 | D T | | | | | | | | 10.45 | 6.45 | | | 11.00 |
| 31.7 | NEMO. 1.6 | N P | 5.04 | 5.57 | 3.37 | 4.08 | 2.11 | | 6.27 | 10.37 | 6.30 | 5.10 | 1.05 | 10.45 |
| 31.7 | ORMONDE. 5.3 | D P | 5.02 ³² | 5.55 | 3.35 | 4.06 | 2.09 | | 6.25 | 10.33 ⁵⁶ | 6.25 | 5.04 ² 4.47 | 1.00 | 10.40 ²⁴ 10.23 |
| 0 | PONEMAH. 4.4 | D T | 4.55 | 5.48 | 3.28 | 3.58 | 2.02 | | 6.19 | 10.23 | 6.14 | 4.30 | 12.40 | 10.00 |
| 31.7 | SMITHSHIRE. 3.1 | D P | 4.50 | 5.44 | 3.23 | 3.53 | 1.56 | | 6.14 | 10.15 | 6.04 | 4.15 | 12.20 | 9.45 |
| 31.7 | MEDIA. 4.2 | D T | 4.45 | 5.40 | 3.18 | 3.48 | 1.51 | | 6.10 | 10.10 | 5.55 | 4.05 | 12.10 PM | 9.30 |
| 31.7 | STRONGHURST. 3.6 | N P | 4.40 | 5.35 | 3.13 | 3.43 | 1.44 | | 6.05 | 10.03 | 5.47 | 3.50 | 11.55 | 9.15 |
| 31.7 | DECORRA. 6.5 | T | 4.35 | 5.30 | 3.07 | 3.37 | 1.39 | | 6.00 | 9.55 | 5.37 | 3.35 | 11.40 | 9.00 |
| 31.7 | LOMAX. 5.9 | D P | 4.26 | 5.21 | 2.58 ³² | 3.28 | 1.28 | | 5.50 | 9.45 | 5.22 | 3.08 ⁶ 2.48 | 11.15 | 8.30 |
| 0 | DALLAS CITY. 1.8 | D P | 4.18 | 5.13 | 2.52 | 3.21 | 1.20 | | 5.40 | 9.34 | 5.10 | 2.30 | 10.56 | 8.00 |
| 0 | PONTOOSUC. 4.4 | D T | 4.16 | 5.11 | 2.49 | 3.18 | 1.17 | | 5.36 | 9.30 | 5.06 | 2.25 | 10.50 | 7.50 |
| 31.7 | E. FT. MADISON. 1.0 | N P | 4.11 | 5.05 | 2.42 | 3.12 | 1.11 | | 5.30 | 9.21 | 4.57 | 2.10 | 10.35 | 7.27 |
| 0 | STATE LINE. 0.9 | | | | | | | | | | | | | |
| 0 | FORT MADISON. 1.6 | N P | 4.05 | 5.00 | 2.35 | 3.05 | 1.05 | AM 1.45 | 5.25 | 9.15 | 4.50 | 2.05 | 10.20 | 7.15 |
| 0 | SHOPTON. (104.7) | N P | 4.00 AM | 4.56 AM | 2.30 AM | 3.00 PM | 1.00 AM | 1.35 AM | 5.20 AM | 9.10 AM | 4.45 PM | 2.00 AM | 10.10 AM | 7.05 AM |
| | | | Leave Daily. | Leave Daily. | Leave Daily. | Leave Daily. | Leave Daily. | Leave Daily. | Leave Friday. | Leave Daily Ex. Sunday. | Leave Daily. | Leave Daily. | Leave Daily. | Leave Daily Ex. Sunday. |
| Average speed per hour..... | | | (41.9) | (41.3) | (38.0) | (40.5) | (38.0) | (9.6) | (41.3) | (29.2) | (22.4) | (18.8) | (16.3) | (13.3) |

DOUBLE TRACK between East Ft. Madison and Illinois river bridge.

Rules Governing the movement of trains with current of traffic on double track by means of Block Signals:

On double track, trains will run with current of traffic by block signals, whose indications will supersede time-table superiority.

All trains shall keep to the right.

The movement of trains will be supervised by train dispatcher, who will issue instructions to signmen when required.

Trains having work to do which may detain them must obtain permission from signalman at the last station at which there is a siding before entering the block in which work is to be done. Signalman must obtain authority to give this permission from the dispatcher.

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

Except as affected by these rules, Block Signal and train rules remain in force.

All trains must get Clearance Cards before leaving Shopton.

All Eastward first-class trains must get Clearance Cards before leaving Ft. Madison.

Passenger trains must use 3 minutes and freight trains 5 minutes crossing Mississippi River Bridge.

Passenger trains must not exceed speed of fifty (50) miles per hour between Edelstein and Chillicothe.

NO. 20 RUNS FRIDAY.

ILLINOIS DIVISION.—PEKIN DISTRICT.

| WESTWARD. | | | | TIME TABLE | | | | | | | | | | EASTWARD. | | |
|--------------------------|--------------------------|----------------|--|---------------------|------------------------------------|-------------------------|-----------|--------|------------------------|----------------------------------|-----------------------|--------------------------|--------------------------|-----------|--------------|--|
| Third Class. | Second Class. | First Class. | | Capacity of Siding. | Fuel, Water, Turn Tables and Wyes. | Rising Grade Ascending. | No. Cars. | Miles. | Distance from Chicago. | Telegraph and Telephone Offices. | First Class. | | Second Class. | | Third Class. | |
| 49 | 47 | 13 | | | | | | | | | Chicago Express. | Through Freight. | Way Freight. | | | |
| Way Freight. | Through Freight. | Pekin Express. | | | | | | | | | Chicago Express. | Through Freight. | Way Freight. | | | |
| Leave Daily Ex. Sunday. | Leave Daily Ex. Monday. | Leave Daily. | | | | | | | | | Arrive Daily. | Arrive Daily Ex. Sunday. | Arrive Daily Ex. Sunday. | | | |
| AM 7.25 | AM 8.20 | PM 8.47 | | 120 | Y | 0 | | | | | AM 9.31 | PM 10.40 | PM 3.05 | | | |
| 7.35 | 8.32 | 8.55 | | 37 | | 15.8 | | | | | 9.23 | 10.25 | 2.45 | | | |
| 7.55 | 8.50 | 4.06 | | 84 | W | 33.3 | | | | | 9.12 | 10.00 | 2.20 | | | |
| 8.20 | 4.15 | 4.21 | | 139 | | 0 | | | | | 9.00 | 9.30 | 1.50 | | | |
| 8.51 ¹⁴ | 4.40 | 4.35 | | 84 | | 52.8 | | | | | 8.51 ⁴⁹ | 9.10 | 1.25 | | | |
| 9.15 | 5.04 | 4.49 | | 100 | W F | 26.4 | | | | | 8.38 | 8.50 | 1.00 PM 11.50 | | | |
| 9.50 | 5.30 | 5.04 | | No Siding. | | 66.0 | | | | | 8.23 | 8.19 | 11.30 | | | |
| 10.20 | 5.55 | 5.18 | | 15 | | 0 | | | | | | | | | | |
| 10.30 ⁵⁰ | 6.01 | 5.23 | | No Siding. | | 50.2 | | | | | 8.12 | 7.55 | 10.40 | | | |
| 10.41 | 6.15 | 5.30 | | 39 | W | 58.6 | | | | | 8.10 | 7.48 | 10.30 ⁴⁹ | | | |
| 10.53 | 6.25 | 5.35 | | 26 | | 44.3 | | | | | 8.03 | 7.35 | 10.00 | | | |
| 11.15 | 6.34 | 5.41 | | 17 | | 26.4 | | | | | 7.58 | 7.25 | 9.45 | | | |
| 11.30 | 6.50 | 5.50 | | 46 | | 0 | | | | | 7.53 | 7.15 | 9.30 | | | |
| | | | | 66.5 | | 66.5 | | | | | | | | | | |
| | | | | 20 | | 77.0 | | | | | 7.46 | 7.00 | 9.05 | | | |
| | | | | 85 | | 0 | | | | | | | | | | |
| PM 12.15 PM | 7.30 ¹⁴ AM | 6.10 PM | | 273 | W F T | 0 | | | | | 7.30 ⁴⁷ AM | 6.20 PM | 8.30 AM | | | |
| Arrive Daily Ex. Sunday. | Arrive Daily Ex. Monday. | Arrive Daily. | | | | | | | | | Leave Daily. | Leave Daily Ex. Sunday. | Leave Daily Ex. Sunday. | | | |

(12.0) (18.4) (23.7) Average speed per hour..... (28.8) (18.4) (10.7)

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.

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.

EASTERN LINES.

- ILLINOIS DIVISION.**—Trains 49, 50, 53, 54, 55, 56; 47 and 48 between Pekin and Streator; 51 and 52 between Joliet and Streator; 39 between Streator and Leeds.
MISSOURI DIVISION.—Trains 45, 46, 59, 60; 57 and 58 between Dumas and Marceline.
EASTERN DIVISION.—Trains 61, 62, 63, 64, 65, 66, 121, and 122.
MIDDLE DIVISION.—Trains 71, 72, 310, 311, 351, 352, 387, 388; 94 and 95 between Sand Creek and Arkansas City.
OKLAHOMA DIVISION.—Trains 420, 421, 422, and 423.
SOUTHERN KANSAS DIVISION.—Trains 215, 216, 218, 219, 223, 224, 247, 248, 263, 264, 273, and 274.

WESTERN LINES.

- WESTERN DIVISION.**—Trains 73, 74, 77, 78, 79, 80, 578, and 579.
ARKANSAS RIVER DIVISION.—Trains 81, 82, 83, and 84.
COLORADO DIVISION.
NEW MEXICO DIVISION.
RIO GRANDE DIVISION.
PANHANDLE DIVISION.—Trains 509, 510, 519, 520, 521, 522, 530, 531, 535 and 536.
PECOS DIVISION.—Trains 85, 86, 87 and 88.
PLAINS DIVISION.—Trains 93 and 94.

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

- No. 1. (a) Will stop at any station Chicago to Kansas City to receive passengers ticketed to El Paso, Deming or points south or west thereof, as well as for passengers ticketed to Arizona and California points.
 (b) Will stop at Strong City or at any station Newton to La Junta for passengers ticketed to California points, and will stop at any station west of Kansas City to let off passengers ticketed from foreign line points boarding train at Chicago or Kansas City.
- No. 2. Will stop at any station La Junta to Newton, and Kansas City to Chicago, to discharge paying passengers from points west of Albuquerque.
- No. 5. (a) Will stop at any station in Illinois to discharge passengers holding tickets from beyond Chicago.
 (b) Will stop at any station Chicago to Fort Madison to receive passengers ticketed to Kansas City and beyond.
 (c) Will stop at stations Coal City to Ransom inclusive to discharge paying passengers from Chicago or Joliet.
 (d) Will stop at Smithshire to discharge paying passengers from Chicago or pick up paying passengers for points in Missouri where this train is scheduled to stop.
 (e) Will stop on flag at Dean Lake and Standish for paying passengers for St. Joseph District and Kansas City.
 (f) Will stop at Sheffield to discharge paying passengers.
 (g) Will stop at any station west of Kansas City to discharge paying passengers from east of Kansas City.
 (h) Will stop at Nickerson to discharge paying passengers from Kansas City.
 (i) Will stop at stations Ellinwood to Dodge City to discharge paying passengers from McPherson District.
 (j) Will stop at Kendall on flag for paying passengers for west of La Junta.
 (k) Will stop at any station La Junta to Denver to discharge paying passengers from east or south of La Junta.
- No. 6. (a) Will stop on flag at Littleton for passengers ticketed to points east or south of Newton.
 (b) Will stop at stations Dodge City to Newton where it is not scheduled to stop, to discharge paying passengers from west of Dodge City when it misses connection at Dodge City with No. 508.
 (c) Will stop on flag at Speareville, Garfield, Pawnee Rock, Raymond and Alden for passengers ticketed to Chicago or east.
 (d) Will stop at any station Newton to Kansas City to discharge paying passengers from south of Purcell.
 (e) Will stop on flag at Mazon for paying passengers for Chicago and east thereof.
- No. 7. (a) Will stop on flag at Gardner, Edgerton, Wellsville, Melvern, Lebo and Neosho Rapids for passengers ticketed to points west of Newton where train is scheduled to stop.
 (b) Will stop at any station south of La Junta to discharge paying passengers from east of La Junta.
 (c) Will stop at any station west of Emporia to discharge paying passengers from Southern Kansas Division points.
 (d) Leaving Hutchinson Saturdays, will stop at any station on the Second District to discharge paying passengers arriving Hutchinson Saturdays on Pan Handle Division train No. 508.
 (e) Will stop at any station Lamy to Albuquerque to discharge paying passengers from Santa Fe District.
- No. 8. (a) Will stop at any station on Western, Middle or Eastern Divisions to discharge paying passengers from west of Dodge City.
 (b) Will stop on flag at Kendall for paying passengers for points east of Dodge City.
 (c) Will stop at Garfield for paying passengers for Kansas City and east.
 (d) Will stop at any station Kansas City to Chicago to discharge paying passengers from Lawrence, Olathe, and points west thereof. Also for paying passengers from connecting lines at Kansas City.
 (e) May be flagged at Mazon, Williamsfield and Princeville for paying passengers for Chicago or east.

- No. 9. (a) Will stop on flag at Dallas City for passengers ticketed to Colorado or beyond; and to Texas, Arizona, or California.
 (b) Leaving Hutchinson Sundays, will stop at any station on the Second District to discharge passengers from Chicago or points east of there using this train from Chicago.
- No. 10. (a) Will stop at any station Albuquerque to La Junta to discharge paying passengers from west of Albuquerque.
 (b) Will stop at any station La Junta to Kansas City to discharge paying passengers from west and south of La Junta.
 (c) Will stop on flag at Dillwyn and Zenith for paying passengers for Hutchinson and points east thereof where this train is scheduled to stop.
 (d) Will stop at any station Newton to Kansas City to discharge paying passengers from west of Mulvane.
- No. 12. (a) Will stop at Florence, Strong City and Osage City to discharge paying passengers from west of Dodge City.
 (b) Will stop on flag at Macksville, St. John, Stafford and Sylvia for paying passengers for points where this train is scheduled to stop.
 (c) Will stop at Holliday to discharge paying passengers from west of Dodge City for Southern Kansas Division or Leavenworth District.
 (d) Will stop on flag at Castle Rock, Monument and Fountain for paying passengers for Kansas City and points east.
- No. 16. Will stop at any station Newton to Kansas City to discharge paying passengers from west or south of Newton.
- No. 17. (a) Will stop at any station Kansas City to Newton to discharge paying passengers from points east of Kansas City.
 (b) Will stop on flag at Lake View for paying passengers for Topeka and west where train is scheduled to stop.
 (c) Will stop on flag at DeSoto, Carbondale and Reading for paying passengers for points where train is scheduled to stop. Also to discharge paying passengers from Kansas City.
 (d) Will stop at any station south of Arkansas City to discharge paying passengers from points east or west of Newton.
 (e) Will stop on flag at Chilocco for paying passengers for Ponca City and points south.
 (f) Will stop at any station south of Guthrie to discharge paying passengers from points in Panhandle Division reaching Guthrie via Enid District.
- No. 18. (a) Will stop on flag at White Eagle for paying passengers for Kansas City or east thereof.
 (b) Will stop at any station south of Newton to discharge paying passengers from south of Purcell.
 (c) Will stop at any station east of Newton to discharge paying passengers from south of Newton.
 (d) Will stop at Chilocco to discharge paying passengers from Ponca City and points south.
 (e) Will stop on flag at Moore, Britton, Waterloo and Seward, to pick up paying passengers destined to Panhandle points when routed via Enid District.
- No. 109. Will stop at points between Argentine and Holliday on Sundays to receive and discharge paying passengers.
- No. 405. Will stop at any station south of Wichita to discharge paying passengers from east or west of Newton.
- No. 406. (a) Will stop at any station to discharge paying passengers from south of Purcell.
 (b) Will stop on flag at Bliss for paying passengers for points on Third District.
- No. 603. Will stop at Rocky Ford to discharge paying passengers from points east and south of Newton.
- No. 809. Will stop to discharge paying passengers from east of Albuquerque.

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; T—Day telephone office; V—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 & WILLIAMS, Specialists Eye and Ear, Topeka.

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

DR. C. A. MCGUIRE, Consultant, Topeka.

ILLINOIS DIVISION.

DR. T. J. KASTER, 12th and State Sts., Chicago.

DR. H. G. MARTIN, 12th and State Sts., Chicago.

DR. EARL R. STEEN, Joliet.

DR. I. F. HARTER, Stronghurst.

DR. A. C. PURCELL, Streator.

DR. W. E. SCHENCK, Pekin.

DR. O. F. THOMAS, Chillicothe.

DR. A. F. STOTTS, Galesburg.

DR. H. V. THOMAS, Chillicothe.

DR. E. C. CHAPMAN, Hospital, Ft. Madison.

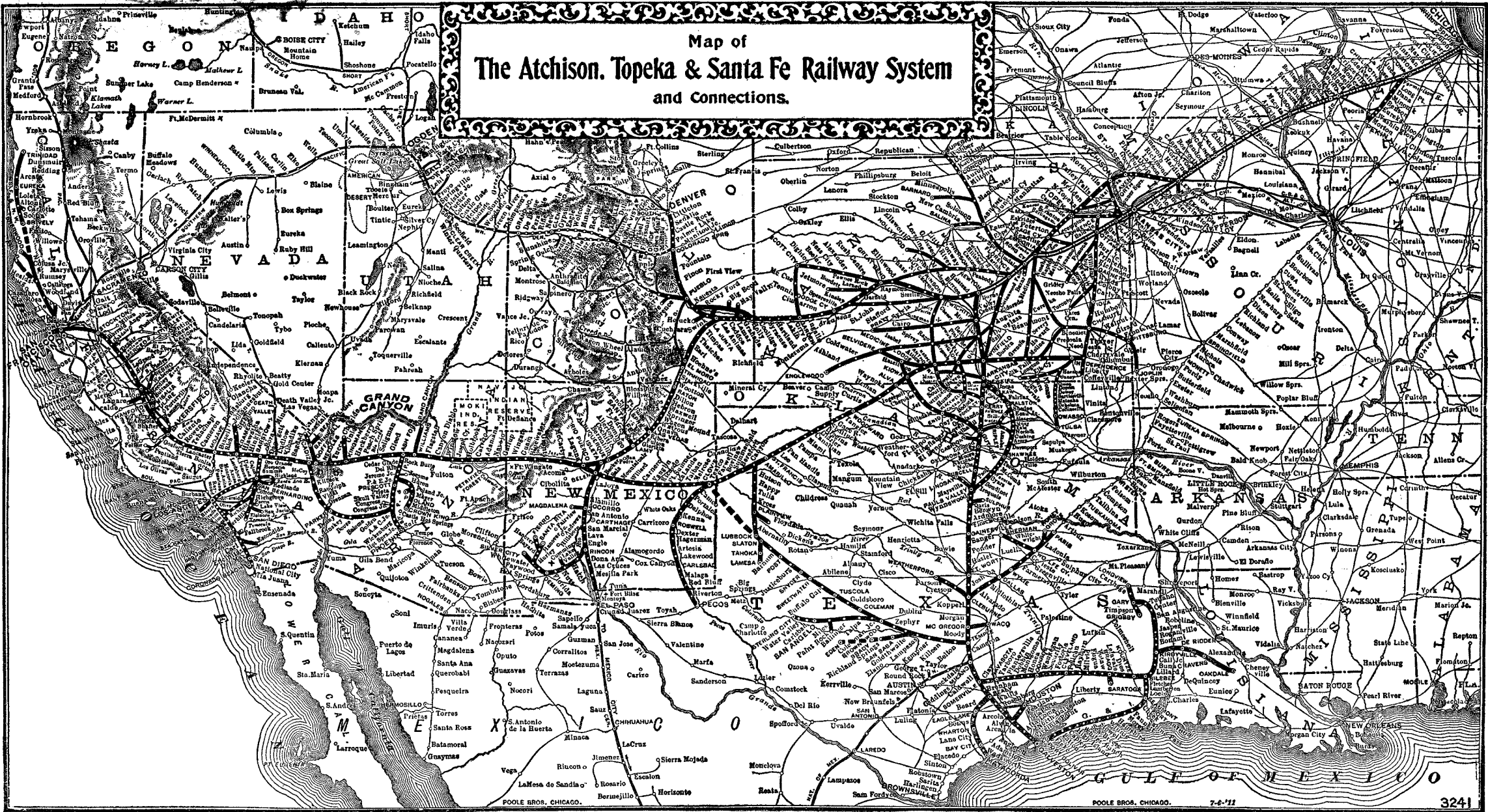
DR. R. REIMERS, Hospital, Fort Madison.

DR. W. H. NEWLON, Fort Madison.

DR. F. T. POTTS, Toluca.

DR. W. E. HART, Coal City.

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



A.T. & S.F. Ry. System, Through Lines
 Double Track
 Lines Under Construction