

# WORKING SAFELY IS THE BEST ACCIDENT INSURANCE

J. A. DUVALL, Superintendent Terminals  
R. H. SPICER, Assistant Superintendent  
G. J. CRAIN, Train Master  
J. E. JETT, Train Master  
D. L. BOUCHARD, Train Master  
R. F. WHITLOW, Assistant Train Master  
R. A. BROOKS, Assistant Train Master  
H. KIEL, Terminal Train Master  
D. ADDUCI, Terminal Road Foreman  
Q. D. PICKERING, Chief Train Rules Examiner  
C. E. DOWDY, Chief Train Dispatcher  
C. G. BLACKWELL, Chief Train Dispatcher  
B. P. COOPER, Asst. Chief Train Dispatcher  
J. W. WILSON, Asst. Chief Train Dispatcher



Chicago & Eastern Illinois Railroad

TIME TABLE No.

# 59

Effective

Friday, January 1, 1960

12:01 A. M.

Central Standard Time

For Government of Operating Department Employees Only.

H. S. VIERLING  
General Manager

R. E. McMILLAN  
Superintendent Transportation

J. T. WARREN  
Division Superintendent

## SPEED TABLE

Time Min.	Sec.	Miles Per Hour	Time Min.	Sec.	Miles Per Hour
40		90.0	1	12	50.0
41		87.8	1	14	48.6
42		85.7	1	16	47.4
43		83.7	1	18	46.1
44		81.8	1	20	45.0
45		80.0	1	22	43.9
46		78.3	1	24	42.9
47		76.6	1	26	41.9
48		75.0	1	28	40.9
49		73.5	1	30	40.0
50		72.0	1	33	38.7
51		70.6	1	36	37.5
52		69.2	1	39	36.4
53		67.9	1	42	35.3
54		66.6	1	45	34.3
55		65.4	1	50	32.7
56		64.2	1	55	31.3
57		63.1	2	—	30.0
58		62.0	2	10	27.7
59		61.0	2	20	25.7
1	—	60.0	2	30	24.0
1	1	59.0	2	40	22.5
1	2	58.0	3	—	20.0
1	3	57.1	3	30	17.1
1	4	56.2	4	—	15.0
1	5	55.3	5	—	12.0
1	6	54.5	6	—	10.0
1	7	53.7	7	—	8.5
1	8	52.9	8	—	7.5
1	9	52.1	9	—	6.7
1	10	51.4	12	—	5.0

## SURGEONS

LOCATION NAME ADDRESS  
OFFICE PHONE — RESIDENCE PHONE

### Chicago

Ray S. Westline, Chief Surgeon.....334 W. 63rd St.  
TR 3-5577 — DO 3-3309  
Vytautas Tauras, Asst. Surgeon.....334 W. 63rd St.  
TR 3-5577 — Prospect 8-1223  
Kenneth L. Matson.....28 E. Jackson Blvd.  
HA 7-1774 — Waterfall 8-2383  
G. Henry Mundt, Oculist.....6306 S. Halsted St.  
WE 6-6223 — Plaza 2-1800

### Dolton

John A. Kollar.....68 E. 138th St.  
IN 8-9718 — CE 3-0037

### Chicago Heights

Francis J. Armbruster.....1529 Chicago Road  
Skyline 4-2833 — Skyline 4-2831

### Beecher

H. S. Hiatt.....Reed Street  
Williams 6-2211 — Williams 6-4101

### Momence

Norberto P. Ortiz.....24 North Dixie Highway  
GRidley 2-4535 — GRidley 2-2852

### St. Anne

Donald A. Meier.....133 W. Station St.  
7-8189 — 7-6547

### Watska

Joseph Roberts.....845 S. 4th St.  
Idlewood 2-2461 — Idlewood 2-2142  
E. Forrest Herdien.....125 S. Fourth St.  
Idlewood 2-4121 — Idlewood 2-4421

### Milford

Bela Borsos.....207 N. Axtel St.  
Tuxedo 9-4241 — Tuxedo 9-4265

### Hoopeston

K. H. Hammond.....804 E. Maple  
141 — 212

### Rossville

John C. Mason.....109 N. Chicago  
8-2821 — 8-2751

### Danville

A. R. Brandenberger.....106 N. Vermilion St.  
HI 2-0662 — HI 2-3661  
Edward T. Baumgart.....1207 E. Main St.  
HI 2-3063 — HI 2-7480  
John S. Curtis.....106 N. Gilbert St.  
HI 6-0221 — HI 2-3926  
S. Glidden Baldwin, Oculist.....139 N. Vermilion St.  
HI 6-0703 — HArrison 7-4321

### Perrysville

W. A. Johnson ..... Perrysville  
33 — 9

### Clinton

J. M. Kercheval.....125 South Main Street  
Temple 2-8410 — Temple 2-2745

### Brazil

J. Frank Maurer.....1½ W. National Ave.  
2448 — 7181

## 1960

JANUARY							FEBRUARY							MARCH						
..	..	..	..	..	1	2	..	1	2	3	4	5	6	..	..	1	2	3	4	5
3	4	5	6	7	8	9	7	8	9	10	11	12	13	6	7	8	9	10	11	12
10	11	12	13	14	15	16	14	15	16	17	18	19	20	13	14	15	16	17	18	19
17	18	19	20	21	22	23	21	22	23	24	25	26	27	20	21	22	23	24	25	26
24	25	26	27	28	29	30	28	29	..	..	..	..	27	28	29	30	31	..	..	
31	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
APRIL							MAY							JUNE						
..	..	..	..	..	1	2	1	2	3	4	5	6	7	..	..	1	2	3	4	
3	4	5	6	7	8	9	8	9	10	11	12	13	14	5	6	7	8	9	10	11
10	11	12	13	14	15	16	15	16	17	18	19	20	21	12	13	14	15	16	17	18
17	18	19	20	21	22	23	22	23	24	25	26	27	28	19	20	21	22	23	24	25
24	25	26	27	28	29	30	29	30	31	..	..	..	26	27	28	29	30	..	..	
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
JULY							AUGUST							SEPTEMBER						
..	..	..	..	..	1	2	..	1	2	3	4	5	6	..	..	1	2	3		
3	4	5	6	7	8	9	7	8	9	10	11	12	13	4	5	6	7	8	9	10
10	11	12	13	14	15	16	14	15	16	17	18	19	20	11	12	13	14	15	16	17
17	18	19	20	21	22	23	21	22	23	24	25	26	27	18	19	20	21	22	23	24
24	25	26	27	28	29	30	28	29	30	31	..	..	25	26	27	28	29	30	..	
31	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
OCTOBER							NOVEMBER							DECEMBER						
..	..	..	..	..	1	2	..	1	2	3	4	5	..	..	1	2	3			
2	3	4	5	6	7	8	6	7	8	9	10	11	12	4	5	6	7	8	9	10
9	10	11	12	13	14	15	13	14	15	16	17	18	19	11	12	13	14	15	16	17
16	17	18	19	20	21	22	20	21	22	23	24	25	26	18	19	20	21	22	23	24
23	24	25	26	27	28	29	27	28	29	30	..	..	25	26	27	28	29	30	31	
30	31	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	

LOCATION NAME ADDRESS  
OFFICE PHONE — RESIDENCE PHONE

## Terre Haute

M. C. Topping.....3050 Poplar St.  
L-8141 — C-8483  
Robert N. Kabel.....3050 Poplar St.  
L-8141 — C-6135  
R. C. Speas, Oculist.....402 Tribune Bldg.  
C-4003 — Seeley 3975

## Farmersburg

Robert O. Bethea, Jr.....209 Main Street  
201-X — 202-X

## Sullivan, Ind.

I. A. Scott.....117 W. Washington  
649 — 648

## Carlisle

J. Stanley Brown .....Carlisle  
8-2141 — 8-1833

## Vincennes

Ellsworth W. Beckes.....220 N. Fifth St.  
2054 — 2054

## Princeton

John K. Folck.....115 N. Prince St.  
Fulton 5-3491 — Fulton 5-5312

## Poseyville

S. W. Boren .....Poseyville  
24-1 — 24-3

## Mt. Vernon, Ind.

Frank W. Oliphant.....701 Mulberry St.  
Poplar 3-4434 — Poplar 3-4434

## Evansville

Charles F. Willis.....1100 S. Bedford Ave.  
HA-5-9193 — GR-6-2867  
Charles F. Leich, Oculist.....124 S. E. First St.  
HA-3-6434 — HA-2-8403

## Glover

H. J. Kolb.....St. Joseph  
3891 — 3831

## Villa Grove

James H. Taylor.....102 N. Main St.  
7241 — 2981

## Tuscola

Phillip F. Deaver .....Tuscola  
738 — 463

## Arthur

G. A. Jones .....Arthur  
70 — 42

## Sullivan, Illinois

W. B. Kilton.....17 W. Harrison  
6112 — 6113

## Findlay

O. G. Kauder .....Findlay  
154 — 149

## Pana

Louis H. Miller.....111 S. Locust St.  
3580 — 2750

## Nokomis

Jack Johnston.....114 S. Pine St.  
78-K — 78-W

LOCATION NAME ADDRESS  
OFFICE PHONE — RESIDENCE PHONE

## Livingston

W. R. Greenwood .....Livingston  
Neptune 7-2222 — Neptune 7-2222

## Granite City

E. H. Theis.....1365A Niedringhaus St.  
Triangle 6-2072 — Triangle 6-4121  
J. M. Koch.....1821 Edison  
Triangle 6-1023 — Triangle 6-0463

## E. St. Louis

V. P. Siegel.....4601 State St.  
Upton 5-2632 — Adams 4-1332

## St. Louis

Virgil O. Fish.....634 N. Grand Ave.  
FR. 1-5588 — HE. 2-3671

## Shelbyville

R. H. Larson.....400 So. Walnut  
174 — 130  
Duncan Biddlecombe.....206½ E. Main St.  
104 — 780

## Salem

M. T. Horsman.....624 W. Main St.  
653 — 213  
Thomas D. Laney.....101A E. Main St.  
260 — 127

## Mt. Vernon, Illinois

Harry G. Thompson.....112 N. 11th St.  
4800 — 31  
Clarence O. Hamilton.....1002 Main St.  
650 — 4424

## Benton

Harry L. Lewis.....502½ Public Square  
8-5181 — 8-5161

## West Frankfort

C. H. Williams.....107 Van Buren  
618 — 415  
C. H. Eldridge.....214 E. Oak  
247 — 247

## Marion

Alonzo N. Baker.....200 W. Main St.  
784 — 49

## Vienna

W. J. Wakefield.....6 Locust Street  
3521 — 3521

## Tamms

James K. Rosson .....Tamms  
7-2123 — 7-2127

## Joppa

Virgil O. Decker.....313½ Ferry St. Metropolis  
3116 — 6236

## Cape Girardeau

Hugh V. Ashley, Jr.....234 N. Sprigg St.  
5-7497 — 5-5194

## Cairo

Edward E. Miller.....424 Eight St.  
393 — 369

Train Order Stations	Distance from Chicago	Distance between Stations	TIME TABLE No. 59 January 1, 1960				
			FIRST CLASS				
			93	9	1	95	
			Daily	Daily	Daily	Daily	
STATIONS			PM	PM	PM	PM	
D N		16.9	CHICAGO.....	3.45	5.00	8.00	10.45
....	16.9		DOLTON JCT.....	Between Chicago and Yard Center, use C&WI time table and rules.			
D N	18.0	1.1	YARD CENTER.wox	4.18	5.33	8.32	11.18
D N	20.1	2.1	THORNTON JCT..x				
....	26.6	6.5	CHICAGO HTS...x	c 4.28	s 5.45	s 8.45	c11.27
D N	26.8	0.2	M. G. TOWER...x				
....	27.0	0.2	JAY TOWER...x				
....	28.8	1.8	STEGER.....px				
....	32.5	3.7	N. E.....	4.35	5.55	8.53	11.32
....	37.6	5.1	BEECHER.....				
....	44.7	7.1	GRANT PARK....	4.45	6.05	9.03	11.42
D N	49.7	5.0	M. G. TOWER....				
....	49.9	0.2	MOMENCE.....	4.50	s 6.12	s 9.10	11.48
D N	60.1	10.2	ST. ANNE.....	4.58	6.23	c 9.19	11.58
....	71.5	11.4	PITWOOD.....	5.07	6.33	9.28	12.07
D N	77.5	6.0	WATSEKA.....w	5.12	s 6.41	s 9.38	12.13
....	79.6	2.1	COALER.....			9.40 <sup>57</sup>	
....	81.8	2.2	WOODLAND.....				
....	82.6	0.8	WOODLAND JCT..	5.17	6.47	9.44	12.19
....	88.1	5.5	MILFORD.....			s 9.50	
....	94.2	6.1	WELLINGTON....				
D N	99.2	5.0	HOOPESTON.....	5.31	s 7.03	s10.05	12.34
....	105.2	6.0	ROSSVILLE....				
....	107.1	1.9	ROSSVILLE JCT...	5.35	7.11	10.12	12.40
D	114.3	7.2	BISMARCK.....	5.44	7.16	10.19	12.46
D N	123.2	8.9	DANVILLE.....wox	s 6.05	s { 7.26 7.45	s10.59	s 1.15
D N	125.8	2.6	WALZ.....x	6.09		11.03	1.19
....	126.5	0.7	BREWER.....wx	6.10		11.04	1.20
				PM	PM	PM	AM

Siding Car Capacity	Station Numbers	TIME TABLE No. 59 January 1, 1960				
		SECOND CLASS				
		83	61	57	65	
		Daily	Daily	Daily	Daily	
STATIONS		AM	AM	PM	PM	
.....	1	CHICAGO.....				
.....		DOLTON JCT.....	Between Chicago and Yard Center, use C&WI time table and rules.			
.....	18	YARD CENTER.wox	6.00	11.30	8.00	9.00
.....	20	THORNTON JCT..x	6.05	11.33	8.05	9.05
.....	27	CHICAGO HTS...x	6.15	11.43	8.15	9.15
.....		M. G. TOWER...x				
.....		JAY TOWER...x				
s133	29	STEGER.....px				
N100		N. E.....	6.35	12.05	8.35	9.25
.....	38	BEECHER.....				
N112	45	GRANT PARK....				
.....		M. G. TOWER....	6.55	12.25	8.55	9.46
.....		MOMENCE.....				
N115s80	50	ST. ANNE.....	7.09	12.37	9.07	10.03
N86s80	60	PITWOOD.....	7.25	12.51	9.20	10.17
N78	72	WATSEKA.....w	7.32	12.58	9.26	10.27
.....	77	COALER.....			9.40 <sup>1</sup>	
s95	80	WOODLAND.....				
.....	82	WOODLAND JCT..	7.40	1.10	9.49	10.35
.....	83	MILFORD.....	7.48			
.....	88	WELLINGTON....				
N118	94	HOOPESTON.....	8.02		10.15	
.....	99	ROSSVILLE....				
.....	105	ROSSVILLE JCT...	8.14		10.33	
N90s77	107	BISMARCK.....	8.25		10.48	
.....	114	DANVILLE.....wox	8.35		11.04	
.....	123	WALZ.....x	8.40		11.10	
.....	126	BREWER.....wx	9.00		11.15	
			AM	PM	PM	PM

CONDITIONAL STOPS

No. 93-Chicago Heights—to receive passengers.

No. 1-St. Anne—to discharge and receive revenue passengers.

No. 95-Chicago Heights—to receive passengers.

Siding Car Capacity	Station Numbers	TIME TABLE No. 59 January 1, 1960	FIRST CLASS			
			94	54	10	92
			Daily	Daily	Daily	Daily
STATIONS			AM	AM	AM	PM
	1	CHICAGO.....	4.25	9.45	11.25	7.50
		DOLTON JCT.....	Between Chicago and Yard Center use C&W time table and rules.			
	18	YARD CENTER. wox	s 3.53	9.13	10.53	7.18
	20	THORNTON JCT.. x	s 3.49	9.10	10.50	7.15
	27	CHICAGO HTS... x	s 3.41	c 8.57	s10.40	s 7.05
		M. C. TOWER... x				
		JAY TOWER... x				
s133	29	STEGER... PX				
N100		N. E.....	3.21	8.43	10.28	6.54
	38	BEECHER.....				
N112	45	GRANT PARK.....	3.09	8.32	10.18	6.43
		M. G. TOWER.....				
N115s80	50	MOMENCE.....	3.02	8.26	s10.13	s 6.36
N86s80	60	ST. ANNE.....	2.52	8.17	10.03	6.23
N78	72	PITTWOOD.....				
	77	WATSEKA..... w	2.36	c 7.59	s 9.45	s 6.05
s95	80	COALER.....				
	82	WOODLAND.....				
	83	WOODLAND JCT..	2.30	7.47	9.38	5.56
	88	MILFORD.....	2.25			s 5.50
N118	94	WELLINGTON.....				
	99	HOOPESTON.....	s 2.12	7.31	s 9.23	s 5.36
	105	ROSSVILLE.....				
N90s77	107	ROSSVILLE JCT...	2.00	7.22	9.15	5.20
	114	BISMARCK.....				
	123	DANVILLE..... wox	s 1.42	s 7.05	s 8.57 8.45	s 5.05
		WALZ..... x	1.01	6.45		4.39
	126	BREWER..... wx	1.00	6.44		4.38
			AM	AM	AM	PM

CONDITIONAL STOPS

No. 54—Watseska—to receive revenue passengers for Chicago.  
 No. 54—Chigago Heights—to discharge passengers.

Train Order Stations	Distance from Chicago	Distance between Stations	TIME TABLE No. 59 January 1, 1960	SECOND CLASS			
				64	62	84	58
				Daily	Daily	Daily	Daily
STATIONS			AM	AM	PM	PM	
D N		16.9	CHICAGO.....				
....	16.9		DOLTON JCT.....	Between Chicago and Yard Center use C&W time table and rules.			
D N	18.0	1.1	YARD CENTER. wox	7.00	1.00	10.30	3.00
D N	20.1	2.1	THORNTON JCT.. x	3.30	8.52	9.05	11.53
....	26.6	6.5	CHICAGO HTS... x	3.20	8.42	8.55	11.43
D N	26.8	0.2	M. C. TOWER... x				
....	27.0	0.2	JAY TOWER... x				
....	28.8	1.8	STEGER... PX				
....	32.5	3.7	N. E.....	3.00	8.23	8.36	11.24
....	37.6	5.1	BEECHER.....				
....	44.7	7.1	GRANT PARK.....				
D N	49.7	5.0	M. G. TOWER.....	2.30	7.55	8.12	11.04
....	49.9	0.2	MOMENCE.....				
D N	60.1	10.2	ST. ANNE.....	2.15	7.31	7.55	10.50
....	71.5	11.4	PITTWOOD.....				
D N	77.5	6.0	WATSEKA..... w	1.55	7.05	7.25	10.20
....	79.6	2.1	COALER.....				
....	81.8	2.2	WOODLAND.....				
....	82.6	0.8	WOODLAND JCT..	1.40	6.37	6.57	10.12
....	88.1	5.5	MILFORD.....			6.50	10.05
....	94.2	6.1	WELLINGTON.....				
D N	99.2	5.0	HOOPESTON.....			6.35	9.50
....	105.2	6.0	ROSSVILLE.....				
....	107.1	1.9	ROSSVILLE JCT...			6.20	9.35
D	114.3	7.2	BISMARCK.....				
D N	123.2	8.9	DANVILLE..... wox				
....	125.8	2.6	WALZ..... x			5.48	9.02
....	126.5	0.7	BREWER..... wx			5.45	9.00
				AM	PM	PM	AM

HANDLING U. S. AND COMPANY MAIL

No. 94—Watseska—daily—reduce speed to forty (40) MPH to dispatch U. S. Mail.  
 No. 54—Hoopeston—Sundays only—reduce speed to forty (40) MPH to dispatch U. S. Mail.  
 No. 94—Heights Yard—reduce speed to five (5) MPH at 26th Street to receive Co. Mail.

Two Tracks	Train Order Stations	Distance from Chicago	Distance between Stations	TIME TABLE No. 59 January 1, 1960		FIRST CLASS			
				STATIONS			95	93	1
							Daily	Daily	Daily
		126.5	2.4	BREWER.....WX	1.20	6.10	11.04		
		128.9	2.1	RILEYSBURG.....					
		131.0	6.6	GESSIE.....					
		137.6	3.5	DICKASON.....P					
DN		141.1	5.8	CAYUGA.....	1.34	6.24	e11.20		
		146.9	2.8	NEWPORT.....	1.39	6.29	11.26		
		149.7	3.6	W.R.O. JCT.....P					
		153.3	1.3	MONTEZUMA.....					
DN		154.6	8.3	HILLSDALE.....	1.47	6.37	11.35		
		162.9	4.4	CLINTON.....	1.55	6.45	a11.45		
		167.3	4.6	ATHERTON.....P					
		171.9	1.9	O. C. JCT.....					
		173.8	2.7	DEWEY.....P					
DN		176.5	1.0	HALEY.....	2.10	7.00	12.01		
		177.5	2.4	TERRE HAUTE.....W	s 2.30	s 7.06	s12.35		
		179.9	1.8	BAKER.....P			s12.40		
DN		181.7	11.2	SPRING HILL.....	2.35	7.11	12.42		
		192.9	5.5	FARMERSBURG.....P					
		198.4	5.3	SHELURN.....					
D		203.7	9.5	SULLIVAN.....PW	2.53	c 7.30	c 1.02		
		213.2	6.8	CARLISLE.....P					
		220.0	9.5	OAKTOWN.....P	3.05	7.42	1.14		
		229.5	5.2	SMITH.....P					
DN		234.7	1.7	VINCENNES.....P	s 3.45	s 8.03	s 2.00		
		236.4	9.9	ALICE.....PW					
		246.3	2.4	DECKER.....P					
		248.7	3.6	HAZLETON.....	4.00	8.17	2.15		
		252.3	5.6	MILLER.....P					
		257.9	1.1	GIBSON.....P					
DN		259.0	3.8	PRINCETON.....	4.17	c 8.37	s 2.45		
		262.8	2.5	KING.....P					
		265.3	1.3	MT. VERNON JCT.....					
		266.6	9.7	FORT BRANCH.....					
		276.3	7.3	INGLE.....P	4.35	8.52	3.02		
		283.6	1.0	WANSFORD.....WO					
		284.6	1.2	BELT YARD.....WX	4.42	9.07	3.12		
		285.8	1.4	UNION TRACK JCT.....X	4.45	9.10	3.15		
DN		287.2		EVANSVILLE.....X	5.10	9.25	3.40		
					AM	PM	AM		

Belt Yard—Northward home signal to Evansville, southward trains are superior to northward trains of the same class. Time of first class trains applies at northward home signal.

#### CONDITIONAL STOPS.

- No. 1—Cayuga—to discharge revenue passengers or handle U. S. Mail.  
 No. 1—Sullivan—to discharge and receive revenue passengers and to discharge and receive U. S. Mail.  
 No. 93—Sullivan—to discharge revenue passengers from Chicago and Chicago Heights.  
 No. 93—Princeton—to discharge and receive revenue passengers.

Two Tracks	Siding Car Capacity	Station Numbers	TIME TABLE No. 59 January 1, 1960		SECOND CLASS	
			STATIONS		83	57
					Daily	Daily
		126	BREWER.....WX	11.00	11.15	
		129	RILEYSBURG.....			
		131	GESSIE.....			
		300	DICKASON.....P			
		141	CAYUGA.....	11.19	11.33	
		147	NEWPORT.....			
		258	W.R.O. JCT.....P			
		153	MONTEZUMA.....			
		155	HILLSDALE.....	11.38	11.51	
		344	CLINTON.....P	11.51	12.03	
		105	ATHERTON.....P			
		172	O. C. JCT.....			
		113	DEWEY.....P			
		40	HALEY.....	12.15	12.21	
		178	TERRE HAUTE.....W			
		109	BAKER.....P			
		85	SPRING HILL.....	12.50	12.27	
		105	FARMERSBURG.....P			
		199	SHELURN.....			
		200	SULLIVAN.....PW	1.25	12.50	
		105	CARLISLE.....P			
		205	OAKTOWN.....P	1.45	1.07	
		105	SMITH.....P			
		72	VINCENNES.....P	2.15	1.25	
		161	ALICE.....PW			
		105	DECKER.....P			
		248	HAZLETON.....	2.45	1.55	
		105	MILLER.....P			
		120	GIBSON.....P			
		259	PRINCETON.....	3.15	2.27	
		285	KING.....P			
		266	MT. VERNON JCT.....			
		267	FORT BRANCH.....			
		105	INGLE.....P	3.55	2.55	
		82	WANSFORD.....WO	11.30	5.00	
		285	BELT YARD.....WX			
		286	UNION TRACK JCT.....X			
		287	EVANSVILLE.....X			
				PM	AM	

#### HANDLING COMPANY AND U. S. MAIL

- No. 1—Wansford—Reduce speed to twenty (20) MPH to discharge Co. Mail.  
 No. 95—Baker—Reduce speed to fifteen (15) MPH to discharge Co. Mail.  
 No. 95—Sullivan and Princeton—daily—Reduce speed to twenty (20) MPH.  
 No. 95—Fort Branch—Daily—Reduce speed to forty (40) MPH.  
 No. 95—Wansford—Reduce speed to twenty (20) MPH to discharge Co. Mail.

Two Tracks	Siding Car Capacity	Station Numbers	TIME TABLE No. 59 January 1, 1960	FIRST CLASS		
				54	92	94
				Daily	Daily	Daily
			STATIONS			
				AM	PM	AM
		126	BREWER.....WX	6.44	4.38	1.00
		129	RILEYSBURG.....			
		131	GESSIE.....	6.39	c 4.32	12.55
	300	137	DICKASON.....P	6.31		
		141	CAYUGA.....	6.30	s 4.20	12.45
		147	NEWPORT.....	6.24	c 4.11	12.37
	258	149	W.R.O. JCT.....P			
		153	MONTEZUMA.....			
		155	HILLSDALE.....	6.16	4.02	12.28
	344	163	CLINTON.....P	6.07	s 3.53	12.18
	105	167	ATHERTON.....P			
		172	O. C. JCT.....			
	113	174	DEWEY.....P			
	40	176	HALEY.....	5.52	3.39	11.57
		178	TERRE HAUTE.....w	s 5.50	s 3.35	11.55
	109	180	BAKER.....P			c11.12
	85	182	SPRING HILL.....	5.40	3.14	11.07
	105	193	FARMERSBURG.....P			
		199	SHELburn.....			
	200	204	SULLIVAN.....PW	c 5.21	s 2.50	10.50
	105	213	CARLISLE.....P			
	205	220	OAKTOWN.....P	5.04	2.28	10.30
	105	229	SMITH.....P			
	72	235	VINCENNES.....P	s 4.50	s 2.15	10.15
	161	236	ALICE.....PW			
	105	246	DECKER.....P			
		248	HAZLETON.....	4.27	1.52	9.37
	105	252	MILLER.....P			
	120	258	GIBSON.....P			
		259	PRINCETON.....	s 4.15	s 1.40	9.25
	285	263	KING.....P			
		266	MT. VERNON JCT.....			
		267	FORT BRANCH.....		s 1.26	
	105	276	INGLE.....P	3.56	1.16	8.52
	82	284	WANSFORD.....wo			
		285	BELT YARD.....WX			
		286	UNION TRACK JCT.....x	3.47	1.07	8.42
		287	EVANSVILLE.....x	3.40	1.00	8.35
				AM	PM	PM

Two Tracks	Train Order Stations	Distance from Chicago	Distance Between Stations	TIME TABLE No. 59 January 1, 1960	SECOND CLASS	
					84	58
					Daily	Daily
				STATIONS		
					PM	AM
		126.5		BREWER.....WX	4.45	7.00
		128.9	2.4	RILEYSBURG.....		
		131.0	2.1	GESSIE.....	4.00	6.10
		137.6	6.6	DICKASON.....P		
		141.1	3.5	CAYUGA.....	3.45	5.50
	DN	146.9	5.8	NEWPORT.....	3.35	5.40
		149.7	2.8	W.R.O. JCT.....P		
		153.3	3.6	MONTEZUMA.....		
	DN	154.6	1.3	HILLSDALE.....	3.25	5.25
		162.9	8.3	CLINTON.....	2.55	5.05
		167.3	4.4	ATHERTON.....P		
		171.9	4.6	O. C. JCT.....		
		173.8	1.9	DEWEY.....P		
	DN	176.5	2.7	HALEY.....	2.28	4.30
		177.5	1.0	TERRE HAUTE.....w		
		179.9	2.4	BAKER.....P		
	DN	181.7	1.8	SPRING HILL.....	1.40	3.45
		192.9	11.2	FARMERSBURG.....P		
		198.4	5.5	SHELburn.....		
	D	203.7	5.3	SULLIVAN.....PW	1.10	3.10
		213.2	9.5	CARLISLE.....P		
		220.0	6.8	OAKTOWN.....P	12.36	2.40
		229.5	9.5	SMITH.....P		
	DN	234.7	5.2	VINCENNES.....P	11.50	2.00
		236.4	1.7	ALICE.....PW		
		246.3	9.9	DECKER.....P		
		248.7	2.4	HAZLETON.....	11.30	1.40
		252.3	3.6	MILLER.....P		
		257.9	5.6	GIBSON.....P		
	DN	259.0	1.1	PRINCETON.....	11.10	1.15
		262.8	3.8	KING.....P		
		265.3	2.5	MT. VERNON JCT.....		
		266.6	1.3	FORT BRANCH.....		
		276.3	9.7	INGLE.....P	10.15	12.15
	DN	283.6	7.3	WANSFORD.....wo	10.00	12.01
		284.6	1.0	BELT YARD.....WX		
		285.8	1.2	UNION TRACK JCT.....x		
	DN	287.2	1.4	EVANSVILLE.....x		
					AM	AM

CONDITIONAL STOPS

- No. 54—Sullivan—to receive revenue passengers for Chicago.
- No. 92—Newport—to receive or discharge express.
- No. 92—Gessie—to receive or discharge express.
- No. 94—Baker—to discharge and receive Company Mail.

Belt Yard—Northward home signal to Evansville, southward trains are superior to northward trains of the same class.

HANDLING U. S. MAIL

- No. 94—Vincennes—When Highway Postoffice bus arrives depot prior to No. 94's departure, hold to depart after the mails are exchanged.
- No. 94—Sullivan—to discharge and receive U. S. Mail.

Train Order and Block, Stations	Distance from Chicago	Distance between Stations	TIME TABLE No. 59 January 1, 1960		
			FIRST CLASS	SECOND CLASS	
			9	61	65
STATIONS			Daily	Daily	Daily
B	82.6	4.9	PM	PM	PM
DB	87.5	4.8		1.10	10.35
.....	92.3	4.8		1.18	10.50
DB	96.1	3.8		1.37	10.56
DB	103.4	7.3		1.42	11.02
NB	108.0	4.6		1.52	11.12
DB	120.0	12.0		2.00	11.18
DNB	125.9	5.9		2.15	11.33
.....	140.0	14.1		2.22	11.40
.....	144.8	4.8		2.41	11.57
DNB	145.1	0.3		8.50	
.....	146.3	1.2		8.55	
DNB	153.4	7.1		9.00	12.45 <sup>64</sup>
DB	159.4	6.0		9.02	12.47
DB	164.7	5.3		9.09	3.35
NB	168.4	3.7		9.16	3.45
DB	176.1	7.7		9.24	4.07 <sup>62</sup>
.....	184.2	8.1		9.29	4.15
DNB	185.2	1.0		9.39	4.24
.....	191.8	6.6		9.48	4.32
.....	205.1	13.3		9.49	4.36
				4.47	2.35
				5.08	3.00

NYC timetable and rules govern between Pana and Lenox. NYC and GM&O joint timetable governs between Lenox and Granite City. TRRA rules and timetable govern between Granite City and St. Louis.

D	275.1	70.0	MITCHELL YARD.wo	.....	8.35	7.00
				PM	PM	AM

Siding Car Capacity	Station Numbers	TIME TABLE No. 59 January 1, 1960		
		FIRST CLASS	SECOND CLASS	
		10	62	64
STATIONS		Daily	Daily	Daily
.....	83	AM	PM	AM
.....	1088		6.37	1.40
90	1092		6.32	1.30
.....	1096		6.25	1.21
.....	1103		6.19	1.18
.....	1108		6.07	1.12
89	1108		6.00	1.07
.....	1120		5.43	12.50
100	1126		5.35	12.41
.....	1140		5.15	12.20
80	1144		7.35	
.....	1144		7.30	
.....	1145		7.25	5.05
.....	1145		7.25	12.10 <sup>65</sup>
.....	1145		7.23	4.40
.....	1153		7.16	4.27
.....	1159		7.08	4.16
.....	1165		7.01	4.07 <sup>61</sup>
.....	1168		6.56	4.02
.....	1176		6.46	3.52
N85	1184		6.37	3.43
.....	1185		6.35	3.40
.....	1192		2.31	.....
60	1205		2.15	8.30

NYC timetable and rules govern between Pana and Lenox. NYC and GM&O joint timetable governs between Lenox and Granite City. TRRA rules and timetable govern between Granite City and St. Louis.

.....	1276	MITCHELL YARD.wo	.....	1.15	7.00
			AM	PM	PM

Northward trains are superior to southward trains of the same class.



Train Order Stations	Distance from Chicago	Distance between Stations	TIME TABLE No. 59 January 1, 1960		FIRST CLASS	THIRD CLASS
			STATIONS		9 Daily	183 CB&Q Daily
					PM	PM
D N	185.2	8.7	FINDLAY.....	X	9.49	.....
....	193.9	10.6	SHELBYVILLE.....		s10.00	.....
D N	204.5	8.4	MODE.....		10.15	.....
....	212.9	6.0	MOCCASIN.....		10.24	.....
....	218.9	5.5	ALTAMONT.....		10.35	.....
D N	224.4	5.3	ST. ELMO.....		s10.42	.....
....	229.7	6.0	ST. JAMES.....		10.48	.....
D	235.7	7.0	ST. PETER.....		10.55	.....
D N	242.7	9.4	KINMUNDY.....		c11.02	.....
D N	252.1	1.7	SALEM YARD.....	wox	11.17	.....
....	253.8	0.3	SALEM.....	X	s11.25	.....
D N	254.1	9.2	S. A. TOWER.....	X	11.26	.....
D	263.3	12.4	KELL.....		11.35	.....
....	275.7	0.5	MT. VERNON.....	X	s11.47	.....
D N	276.2	11.0	V. N. TOWER.....	X	11.50	.....
....	287.2	10.8	INA.....		12.01	.....
....	298.0	7.0	BENTON.....		s12.12	.....
D N	305.0	3.8	WEST FRANKFORT.....	wox	s12.25	.....
....	308.8	1.9	JENKINS.....	X	12.29	.....
....	310.7	0.6	JOHNSTON CITY.....		s12.31	.....
....	311.3	5.3	BARLOW.....		12.32	.....
....	316.6	7.4	MARION.....	X	s12.41	.....
D	324.0	5.3	NEILSON.....		12.49	3.35
D	329.3	4.7	GOREVILLE.....	wx	12.55	3.55
....	334.0	5.7	OMAR.....		1.02	4.05
D	339.7	5.6	WEST VIENNA.....		s 1.10	4.15
D N	345.3	2.3	CYPRESS.....	wx	1.17	.....
....	347.6	8.9	JOPPA JCT.....	X	1.20	.....
....	356.5	6.3	ULLIN.....			.....
D	362.8	15.2	TAMMS.....			.....
D	378.0		THEBES.....	X		.....

Use tracks of and be governed by time-table, rules and instructions issued by: S.I.&M.B. Co. between Bridge Jct., and Illmo; St.L.S.W.Ry. between Illmo and Rockview; and St.L.S.F.Ry. between Rockview and Chaffee.

....	379.7	1.7	GALE JCT.....	X	.....	.....
....	380.1	0.4	BRIDGE JCT.....		.....	.....
D N	394.4	14.3	CHAFFEE.....	wo	.....	.....
					AM	PM

#### CONDITIONAL STOPS.

No. 9—Kinmundy—to discharge revenue passengers from Chicago.

No. 10—Kinmundy—to receive revenue passengers for Chicago.

Siding Car Capacity	Station Numbers	TIME TABLE No. 59 January 1, 1960		FIRST CLASS	THIRD CLASS
		STATIONS		10 Daily	184 CB&Q Daily
				AM	AM
....	1185	FINDLAY.....	X	6.35	.....
75	2194	SHELBYVILLE.....		s 6.25	.....
101	2205	MODE.....		6.08	.....
83	2213	MOCCASIN.....		5.58	.....
....	2219	ALTAMONT.....		5.49	.....
60	2224	ST. ELMO.....		s 5.42	.....
....	2230	ST. JAMES.....		5.36	.....
65	2236	ST. PETER.....		5.30	.....
....	2242	KINMUNDY.....		c 5.23	.....
....	2252	SALEM YARD.....	wox	5.12	.....
....	2254	SALEM.....	X	s 5.02	.....
....	....	S. A. TOWER.....	X	5.01	.....
95	2263	KELL.....		4.51	.....
71	2276	MT. VERNON.....	X	s 4.38	.....
....	....	V. N. TOWER.....	X	4.36	.....
96	2287	INA.....		4.25	.....
....	2298	BENTON.....		s 4.13	.....
....	2305	WEST FRANKFORT.....	wox	s 4.00	.....
100	2309	JENKINS.....	X	3.56	.....
....	2311	JOHNSTON CITY.....		s 3.54	.....
75	2312	BARLOW.....		3.52	.....
75	2317	MARION.....	X	s 3.44	.....
....	2324	NEILSON.....		3.37	8.25
75	2329	GOREVILLE.....	wx	3.30	8.15
74	2334	OMAR.....		3.23	8.10
....	2340	WEST VIENNA.....		s 3.15	7.45
75	2345	CYPRESS.....	wx	3.00	.....
....	2348	JOPPA JCT.....	X	1.25	.....
75	2357	ULLIN.....		.....	.....
47	2363	TAMMS.....		.....	.....
....	2378	THEBES.....	X	.....	.....

Use tracks of and be governed by time-table, rules and instructions issued by: S.I.&M.B. Co. between Bridge Jct., and Illmo; St.L.S.W.Ry. between Illmo and Rockview; and St.L.S.F.Ry. between Rockview and Chaffee.

....	....	GALE JCT.....	X	.....	.....
....	....	BRIDGE JCT.....		.....	.....
....	2394	CHAFFEE.....	wo	.....	.....
				AM	AM

Northward trains are superior to southward trains of the same class, except No. 9 is superior to No. 10, Cypress to Joppa Jct.

This is authority for No. 10 to use schedule from Joppa Jct. without Clearance Form A.

Southward		Train Order and Block Stations	Distance from Chicago	Distance between Stations	TIME TABLE		Station Numbers	Siding Car Capacity	Northward	
FIRST CLASS					No. 59				FIRST CLASS	
9					January 1, 1960				10	
Daily		STATIONS		Daily						
PM									AM	
s 7.45		DNB	123.0	5.8	DANVILLE.....wx	123	...	s 8.45		
.....			128.8	4.0	GRAPE CREEK....P	3129	38	.....		
8.00		DNB	132.8	9.3	WESTVILLE.....x	3132	...	8.23		
.....		D	142.1	3.5	INDIANOLA.....	3142	48	.....		
8.20			145.6	0.9	SIDELL JCT.....	3145	...	8.05		
.....		D	146.5	6.1	SIDELL.....	3146	...	.....		
8.31		D	152.6	3.1	ALLERTON.....	3153	...	7.54		
.....		D	155.7	9.2	BROADLANDS.....	3156	...	.....		
8.50			164.9		VILLA GROVE JCT.x	1144	...	7.35		
PM								AM		

Manual Block System between Danville and Westville.  
Northward trains are superior to southward trains of the same class.

### MT. VERNON SUBDIVISION

.....			265.4	6.1	MT.VERNON JCT..x	266	.....	.....
.....			271.5	5.9	OWENSVILLE.....	8272	.....	.....
.....			277.4	4.4	CYNTHIANA.....	8278	.....	.....
.....			281.8	4.7	POSEYVILLE.....	8282	.....	.....
.....			286.5	9.2	WADESVILLE.....	8288	.....	.....
.....			295.7	6.4	SOLITUDE.....	8296	.....	.....
.....		DN	302.1		MT. VERNON.....x	8305	.....	.....

Northward trains are superior to southward trains of the same class.

### BROTHERS SUBDIVISION

.....			107.1	4.7	ROSSVILLE JCT...x	107	.....	.....
.....		D	111.8	8.0	HENNING.....x	4112	.....	.....
.....		D	119.8	5.6	COLLISON.....x	4120	.....	.....
.....		D	125.4		BROTHERS.....x	4125	.....	.....

Southward		Train Order Stations	Distance from Chicago	Distance between Stations	TIME TABLE		Station Numbers	Siding Car Capacity	Northward	
FIRST CLASS					No. 59				FIRST CLASS	
9					January 1, 1960				10	
Daily		STATIONS		Daily						
.....										
.....			347.6	0.9	JOPPA JCT.....x	2348	.....	.....		
.....			348.5	3.0	CHASCO.....x	9348	.....	.....		
.....		D	351.5	11.8	KARNAK.....x	9352	152	.....		
.....		D	363.3		JOPPA.....x	9363	.....	.....		

Northward trains are superior to southward trains of the same class.

### CISSNA PARK SUBDIVISION

.....			95.3	2.9	ALONZO.....x	5095	.....	.....
.....			98.2	1.9	GOODWINE.....x	1092	.....	.....
.....			100.1	3.7	CLAYTONVILLE...x	5094	.....	.....
.....			103.8		CISSNA PARK.....x	5098	.....	.....

### JUDYVILLE SUBDIVISION

.....			107.1	3.0	ROSSVILLE JCT...x	107	.....	.....
.....			110.1	4.1	JOHANNOTT.....x	.....	.....	.....
.....			114.2	1.8	PENCE.....x	6114	.....	.....
.....			116.0	4.4	STEWART.....x	6116	.....	.....
.....			120.4		JUDYVILLE.....x	6121	.....	.....

### BRAZIL SUBDIVISION

.....			171.9	3.1	O. C. JCT.....x	172	.....	.....
.....			175.0	1.5	BURNETT.....x	7175	.....	.....
.....			176.5	8.1	BURNETT SIDING .x	7176	.....	.....
.....			184.6		BRAZIL.....x	7185	.....	.....

## SPECIAL INSTRUCTIONS

- 1a—Danville instead of Brewer is subdivision initial station for through first class schedules on Danville and Evansville Subdivisions.
- b—When Registering at Initial Stations—Road and yard conductors and engineers will record the number of last bulletin on train register under column headed "Remarks" which is to left of watch comparison.
- c—Auxiliary lines when recalling flagman: Woodland Jct.—St. Louis Subdivision, Villa Grove Jct. and Danville-Westville Subdivision, Findlay—Salem Subdivision.
- d—Footnote of Rule 605 Book of Rules, is not in effect insofar as Rule 99 is concerned.
- e—Conductor to notify postal clerk on train when cars are picked up containing storage or other U.S. mail.
- f—Passengers must be handled on station platform. If passenger cars do not reach platform, second stop must be made.
- g—Movements of multiple unit diesel road engines will be as follows:  
Backup Movements—With two A units, where main track is used, crew must use leading cab.  
Diesel engines must not move through water unless authorized by chief dispatcher or officer at point of high water.  
When Engines 200 through 238 are used in multiple service as "B" units, crew members must not pass from these units to other units without bringing train to stop.
- h—Following instructions will apply to the operation of RDC-1 Car:  
When the car is operated as a single unit in automatic block signal territory, or when car is stopped between home signals at an interlocking, a second stop will be made after sand is used. This operation will allow one pair of wheels to be off sand so the track circuit will shunt.
- i—Second paragraph of Rule 727 does not apply to all steel cars.
- j—Stock Drencher at Sullivan, Ind.
- k—Track Scales at 37th street, Yard Center, Danville, Oaklawn, Brewer, Montezuma, Baker, Alice, Wansford, Belt Yard, Villa Grove, Mitchell Yard, Salem Yard, West Frankfort, Mt. Vernon, Ill., and Joppa.

### 2—AUTHORIZED SPEED:

Except as otherwise restricted, trains and engines must not exceed:

	Psg. MPH	Frt. MPH
Yard Center to Clinton.....	80	60
Against current of traffic.....	79	60
Clinton to Evansville.....	79	60
Woodland Jct. to Pana.....	60	50
Findlay to Goreville.....	59	45
Goreville to West Vienna.....	45	40
West Vienna to Cypress.....	50	40
Cypress to Thebes.....	45	40

Trains and Engines using crossovers and turnouts, 15 MPH, except where governed by a signal indication, be governed by aspect displayed, but not exceeding 30 MPH.

### 3—SPEED RESTRICTIONS:

a—Diesel engines:

RDC-1 .....	70 MPH
95-99 .....	45 MPH

- |   |        |
|---|--------|
| 103-105, 115-133 .....  | 55 MPH |
| 200-238 .....   | 60 MPH |
| 1100-1102, 1200-1205, 1300-1301, 1400-1409,<br>1500-1504, 1600-1609 ..... | 80 MPH |
| Engines except RDC-1 with or without<br>caboose or one coach.....         | 45 MPH |
- b—Trains handling scale test car A1034, maximum speed 25 MPH.
- c—Trains handling steam derrick, pile driver, spreader car with wings secured and locomotive cranes; also burro and crawler cranes unless otherwise advised by car inspector:  
Yard Center to Evansville, Woodland Jct. to Pana 35 MPH.  
Findlay to Cypress..... 25 MPH  
Alonzo to Cissna Park, Brothers Subdivision, Joppa Subdivision, Westville to Villa Grove Jct., and Cypress to Thebes .....
- |   |        |
|---|--------|
| Danville to Westville, Brazil and Mt. Vernon Subdivisions ..... | 20 MPH |
| .....   | 15 MPH |
| On other lines.....   | 10 MPH |
- Above machines moving on own wheels should be handled on rear of train ahead of caboose and boom must be turned to trailing position at first point where switch can be made, unless otherwise authorized.
- d—Trains must be under control when starting onto bridge over which speed is restricted and the use of air brakes must be avoided while engine or train is on the bridge. Only sufficient power should be worked to maintain the specified speed while engines are on bridges.

### 4—RAILROAD CROSSINGS:

- a—Freight trains must not stop or stand on railroad crossings while doing work; they must clear or cut crossings.
- b—At Railroad Crossings not interlocked:  
Illinois law requires trains stop within 800 ft. of crossing and positively ascertain that way is clear.  
Indiana law requires trains stop not closer than 40 ft. nor more than 500 ft. from crossing ascertaining no train approaching.

### 5—GRS SYSTEM:

- a—Intermittent inductive automatic train stop is in use with the current of traffic between Dolton, Illinois and Clinton, Indiana. Enginemen must be qualified on rules governing such operation.

- b—A train stop inductor is located about 50 feet in advance of each signal. Signals equipped with inductors are as follows:

#### Southward

- Dolton Jct. home signal to and including automatic signal 121-3.  
Automatic signal 126-1 to and including automatic signal 160-3.

#### Northward

- Clinton home signal to and including automatic signal 127-6.  
Automatic signal 122-2 to and including Yard Center home signal.

- c—If signal does not indicate Proceed—Rule 281, inductor located in advance of signal will operate train stop equipment on engine and enginemen may forestall over inductor and make stop for next signal, if required, by operating brake valve by hand, except, if condition of block is such that a signal would ordinarily display aspect as per rule 281,

but signal is imperfectly displayed account light out the inductor will not stop train, but rule 27 must be complied with.

- d—Non-equipped engine or engines with equipment cut out must not be operated in road service unless doubleheading behind an equipped engine or authorized by superintendent.
- e—When false stop occurs engineman must keep train stop system in service and prevent false stops by forestalling when possible to do so while passing over inductors. If the cause is unknown, engineman must wait until second false stop occurs before forestalling at succeeding inductors.
- f—In each case engineman when operation is being forestalled must make wire report to the superintendent, trainmaster and chief dispatcher. When necessary to cut train stop system out of service enroute due to inability to forestall, train may proceed with train stop system cut out at a speed not to exceed 40 MPH for passenger trains and 30 MPH for freight trains to the first open point of communication. Report giving reasons for cut out must be made at once by wire to superintendent, trainmaster and chief dispatcher. Train may then proceed at normal speed, not to exceed 79 MPH when authorized by message from superintendent.
- g—When forestalling whistle fails to sound while forestalling, engineman will reduce to and operate at speed specified in paragraph (f) until he has occasion to again forestall as prescribed by the rules, and the whistle sounds; normal speed may then be resumed. Failure of whistle to sound must be reported by wire to superintendent, trainmaster and chief dispatcher.
- h—While operating between Pana and Mitchell Yard be governed by N.Y.C. rules and instructions. Enginemen must know before leaving terminal that cut-out cock is sealed and that 3-way cock is in position to cut in the GRS system. Send chief train dispatcher at Salem copies of all wire reports to N.Y.C. officials relating to automatic train stop operation.

#### 6—SPRING SWITCHES:

Yard Center South End; Steger South End; Vincennes North End Siding; Villa Grove Jct.; V. E. end of two tracks; V. E. Yard lead; Hall North End.

- 7—In freight service at yards where facilities are available for charging trains and for making the necessary air brake tests to cars with yard air, Rule 739 will have been complied with when it is seen by the inspector or trainmen making the test that brakes apply and release at the rear of the train when the engineer is signalled to apply and release the brakes after the engine has been coupled on, providing that each car in the train has been given an air test with yard air and the piston travel has been checked. When this type of test is made, if for any reason there is any car with the brake cut out or inoperative, the engineer and conductor must be so advised before the train is permitted to leave.

## DANVILLE SUBDIVISION

#### 8—BLOCK INFORMATION:

a—Rules 505 to 518 in effect Yard Center to Brewer.

b—C.T.C. Information:

Rules 261 to 264 in effect between the southward home signals at Watseka interlocking and northward home signals at Woodland Jct. interlocking. Control operator is located in Watseka Station.

#### 9—WOODLAND JCT.:

Clearance received by Northward trains from St. Louis Subdivision at Watseka issued and signed by the Superintendent will confer the same authority as though received at the initial station. (Rule 83b)

#### 10—DANVILLE:

- a—Southward Train Order—Block Signal. Top arm is train order signal for Danville subdivision trains. Lower arm is manual block signal and train order signal for Westville subdivision trains.
- b—Engines after handling southward passenger trains are authorized to move ahead of train handled from Danville to the north engine track lead, Oaklawn.
- c—All movements of road engines between Danville and Brewer will be with the current of traffic if practicable.
- d—Between Wabash crossing and P&E crossing Danville, tracks are numbered commencing with No. 1 for the most westerly track and continuing east as No. 2. Current of traffic: Track 1 southward. Track 2 northward. Movements may be made in either direction on track 1 or 2 if signal indicates proceed.

#### 11—JOINT TRACKS:

C&WI—Between Chicago and Yard Center trains and engines will use the tracks and time table and be governed by rules and instructions issued by the Chicago and Western Indiana Railroad. C&EI train order form F is authority for a C&EI train to run as a section on the C&WI through between Chicago and Yard Center when such train is shown under the same schedule number on the time tables of both roads. Yard Center is Subdivision initial station for southward and Subdivision terminal station for northward trains under Rule 4, Book of Rules. The time shown on C&EI time table at Chicago is for information only.

#### 12—INTERLOCKING PLANTS:

Yard Center, Thornton Jct., M.C. Tower, Jay Tower, Steger, M.G. Tower, St. Anne, Watseka, Woodland Jct., Hoopeston, Danville (2), Walz.

#### 13—YARD LIMITS:

Stations	From	To
Yard Center	Dolton Jct.	MP 23
Heights Yard	TP 24-18	MP 31
Danville	MP 122	MP 128

#### 14—SPEED RESTRICTIONS:

The following restrictions govern all trains and engines except where speed restrictions covered by Special Instruction 3 are less:

	MPH
Yard Center—Over railroad crossings on main track	50
Over spring switch against current of traffic on southward track	40
Chicago Heights—Between first street north of depot TP 26-24 and EJ&E crossing TP 27-1	50
Steger—Over spring switch against current of traffic on southward track	40
Beecher—On northward and southward main tracks between TP 37-15 and TP 38-15	60
St. Anne—Over NYC crossing	60
Watseska—Interlocking crossover	15
Woodland Jct.—Through crossovers	20

	MPH
Hoopeston—Until engine has passed over street crossings	60
Danville—Between TP 122-35 and TP 123-17	15
Walz—Around curve at TP 125-27 and over railroad crossing	60
15—The following speed restrictions will govern the operation of light engines and RDC-1 car when operated without trailer coach:	
	MPH
Dolton—Through interlocking plant 142nd St. & Fred-erica St.	30
Thornton—Across all streets	30
Glenwood—Main Street	30
Chicago Heights—16th, 17th and 26th Sts.	30
Crete—TP 32-10	30
Grant Park—Route 1	30
Momence—Indiana Avenue South of Kankakee River	30
Martinton—Route 320 North of Martinton and Route 52 South of Martinton	30
Pittwood—Main Street Crossing	30
Watsika—All street crossings	30
Hoopeston—All street crossings	30
Danville—Voorhees Street Crossing	30

16—LOCATION OF TELEPHONES OTHER THAN WHERE AT BOTH ENDS OF SIDING:

Station	T.P.	Station	T.P.
Yard Center	17-13	Pittwood	71-37
	18-48	Watsika	77-20
N.B. Home Sig.			77-31
Thornton	21-34		77-33
	22-19		77-51
Chicago Heights	24-23	Woodland	81-50
	26-00		82-17
Heights Yard	26-41		82-31
	27-29		82-36
	27-35	Milford	87-41
Steger	28-33	Wellington	94-11
Crete	30-19	Hoopeston	98-30
	32-22		99-20
	34-24	Rossville	105-26
	34-03		107-05
Beecher	37-11		107-23
	37-30	Alvin	111-02
	40-49	Bismarck	114-10
Grant Park	43-48		118-25
	44-35	Danville	122-07
	45-00		122-35
Momence	50-15		123-05
	50-37		123-17
	51-25	Oaklawn	124-01
	52-15		124-17
	57-51		124-30
St. Anne	59-13		125-02
Papineau	63-50	Brewer	126-03
Martinton	67-45		127-24

17—STATIONS AND TRACKS NOT ON SCHEDULE PAGES:

Miles from Chgo.	Name	Station Number
19.5	South Holland	19
21.7	Thornton	22
27.8	Heights Yard	28
30.4	Crete	30
34.2	Goodenow	34
41.0	Sollitt	41
57.9	Wichert	58
64.2	Papineau	64
67.7	Martinton	68
111.2	Alvin	111
118.4	West Newell	118
124.8	Oaklawn	125

## EVANSVILLE SUBDIVISION

18—BLOCK INFORMATION:

a—Rules 505 to 518 in effect Brewer to Northward Home Signal Union Track Jct.

b—C.T.C. Information:

Rules 261 to 264 in effect between Brewer and northward home signal Belt Yard.

c—Belt Yard—Columbia St., Northward and Southward Dwarf Signals controlled from Wansford Telegraph Office.

d—Union Track Junction—Home signals controlled from Wansford Telegraph Office.

e—Wansford—North and south end of siding controlled from Wansford Telegraph Office.

19—CAYUGA:

Trains and engines using Nickel Plate wye must protect their movement over Division Street by a flagman.

20—SULLIVAN:

When delivering to IC in east or west wye, air must be coupled and working on all cars.

21—KING:

Train movements over U. S. Route No. 41 must be protected by a trainman on the ground.

22—WANSFORD TO EVANSVILLE:

Engines in passenger service are superior to the train they are to handle.

23—JOINT TRACKS:

a—Pennsylvania trains may move between O. C. Junction and Pennsylvania connections at Dewey in accordance with signal indication and other operating rules of the C&EI. Pennsylvania trains may display their standard markers.

b—Transfer and Yard Movements over Union track between northward home signal Belt Yard and Evansville will be governed by Rule 93.

24—INTERLOCKING PLANTS:

Cayuga, Hillsdale, Clinton (South mine branch) C.M.St.P. &P., Dewey, Haley, Terre Haute, Spring Hill (2), Sullivan, Vincennes PRR, Vincennes B&O, Princeton.

Hillsdale—B&O—Automatic Plant. Trains or engines finding home signal at stop must occupy track within 200 ft. of home signal in order to receive a proceed indication at home signal. If home signal still does not indicate proceed and no conflicting movement is being made, operate C&EI release in release box at crossing as per instructions posted in the release box. If signal does not change to proceed indication within 6 minutes, proceed through plant on hand signal from trainman at crossing.

Clinton—South Mine Branch—CMStP&P—Automatic Plant. If a train is stopped by home signal and no conflicting movement is being made, operate C&EI release in release box at crossing as per instructions posted in the release box. If signal does not change to proceed indication within 6 minutes, proceed through plant on hand signal from trainman at crossing.

Terre Haute—Penna. R.R. Movements through plant governed by interlocking home signals operated from interlocking machine in office at crossing.

Spring Hill—Plant controls both ends of siding and crossings and connections just north and just south of the siding. When stopped by the home signal at north crossing and signal does not display proceed indication, do not proceed until permission is obtained from the signalman by telephone and until switch is inspected and known to be properly set. In addition, main track movements must receive authority as per Rule 509(a) before proceeding over the plant. When necessary switch may be operated by hand after obtaining permission from the signalman. Instructions are posted in telephone box at each home signal and on switch machine.

Sullivan—I.C. Automatic plant. Home signals equipped with smashboards. If a train is stopped by a home signal and no conflicting movement is being made, operate C&EI time release in box on instrument house at crossing. If signal remains at stop, make sure both C&EI smashboards are vertical, cranking them up if necessary and proceed through plant on hand signal from trainman at crossing. To make reverse move through plant after train has passed opposing home signal, push button on home signal. If it does not change to proceed indication, operate C&EI release at crossing and protect movement as described above, cranking smashboards up if necessary. Instructions for operating release and cranking smashboards are in release box.

Vincennes—PRR—Automatic plant. If a train is stopped by home signal and no conflicting movement is being made, operate C&EI release in telephone box at crossing. If signal does not change to proceed indication within two minutes, proceed through plant on hand signal from trainman at crossing.

Princeton—Sou. Ry.—Automatic plant. If a train is stopped by home signal and no conflicting movement is being made, operate C&EI release in iron box at crossing. If signal does not change to proceed indication within six minutes, proceed through plant on hand signal from trainman at crossing. Southward signal governing movement from transfer track will not give a proceed indication unless crossover to main track is reversed.

#### 25—RAILROAD CROSSINGS NOT INTERLOCKED:

Evansville—Southern.

Evansville Belt Ry.—NYC and IC also Industrial track near Devon Street crossing gates normal position across Industrial track.

#### 26—YARD LIMITS:

Brewer. . . . See Danville Subdivision

Evansville. . . Northward Home Signal Belt Yard to MP 287.3 including Belt Ry to L&N Ry.

#### 27—SPEED RESTRICTIONS:

The following restrictions govern all trains and engines except where speed restrictions covered by Special Instruction 3 are less:

	MPH
Perrysville—Between TP 133-20 and TP 134-20. . . .	60
Cayuga—Over NKP crossing. . . . .	50
Newport—Between TP 147-5 and TP 148-6. . . . .	60
Wabash River Ordnance tracks and over switch and through turnout just west of highway Route 63 . . . . .	5
Clinton—Over switch south end of siding. . . . .	30
Over Wabash River Bridge . . . . .	20
Clinton Mine Branches. . . . .	10
Between TP 163-20 and TP 164-10. . . . .	55
O.C. Jct.—Around curve. . . . .	60
Terre Haute—Haley—Southward home signal to south end Haley . . . . .	30
South end Haley to automatic signal 178-5 (Crawford Street) . . . . .	20
Automatic signal 178-5 (Crawford Street) to TP 179-16 . . . . .	30
Young—Wye tracks to Pfizer Plant including east track and four car lengths beyond clearance points west track . . . . .	10
Oaktown—All trains reduce speed through Oaktown until engine is over crossings. . . . .	30
Maria Creek—Around curves between TP 227-20 and TP 228-15 . . . . .	50
Smith—Between MP 230 and TP 231-15. . . . .	60
Vincennes—Between TP 233-15 and TP 233-31. . . . .	55
Over PRR crossing . . . . .	10
Between TP 233-31 and TP 235-39. . . . .	35
Decker—White River Bridge and trestle. . . . .	20
Hazleton—Around curves TP 248-7 to TP 248-17. . . . .	70
Around curves between TP 251-22 and TP 251-37. . . . .	60
Miller—Between MP 253 and MP 254. . . . .	55
Patoka—Between TP 254-40 and TP 255-35. . . . .	55
Gibson—Between TP 258-10 and TP 258-30. . . . .	60
Princeton—Around curves south of depot. . . . .	40
Over Southern Railway crossing. . . . .	35
Around curves between TP 271-15 and TP 272-7. . . . .	60
Evansville—Between Wansford and TP 285-13. . . . .	55
Between TP 285-13 and Union Track Jct. . . . .	20
Belt Ry. . . . .	10
Union Track Junction to Evansville, except 8 miles per hour between Fifth and Clark Street, 5 miles per hour until Engine has passed over crossing at Fulton Ave. . . . .	15

Through passenger station tracks, looking out for yard engines not protecting and switches not lined for the movement on the track over which the train or engine is operating. . . . .

## 28—LOCATION OF TELEPHONES OTHER THAN WHERE AT BOTH ENDS OF SIDING:

Station	T.P.	Station	T.P.
Brewer	126-03	Carlisle	213-05
	127-24		213-19
Rileysburg	129-02		214-29
Gessie	131-00	Oaktown	219-27
Perrysville	134-16		220-09
	141-10		221-26
	142-04	Emison	224-03
	143-30		224-34
Newport	146-34		226-22
	147-09		227-28
W R O Jct.	148-39	Smith	231-03
	149-12		232-15
	149-29		233-27
	150-07	Vincennes	234-28
	151-29		234-32
Montezuma	153-23		234-37
	153-33		235-20
	154-07	Alice	235-37
Hillsdale	154-20		236-08
Clinton	159-31		238-37
	161-13	Purcell	240-32
	161-17		241-22
	161-26		242-37
	162-10	Decker	246-16
	162-42		247-20
	163-11	Hazleton	248-23
	165-05		248-33
O. C. Jct.	171-15		249-05
	171-32		249-20
	171-43	Miller	254-08
Dewey	173-36	Patoka	254-39
Haley	175-34		256-05
	176-33	Gibson	257-32
	177-09	Princeton	259-35
	177-13		260-01
Terre Haute	177-24		261-12
	177-33	King	262-10
Baker	178-21		262-34
	178-34		264-28
	179-16	Mt. Vernon Jct.	265-16
	179-22		265-33
	179-25	Fort Branch	266-31
	179-36		267-11
	180-16	Haubstadt	269-24
	180-24		269-42
Spring Hill	181-18		273-24
	184-15	Wansford	281-24
Young	186-11		282-40
	186-23		283-30
Farmersburg	189-19		284-00
	196-13		284-23
Sullivan	203-34	Belt Yard	285-02
	204-35		285-13
	207-28		285-44
Paxton	209-09		
	209-34		

## 29—STATIONS AND TRACKS NOT ON SCHEDULE PAGES:

Miles from Chgo.	Name	Station Number
134.2	Perrysville	134
138.1	Dickason Pit	138
151.0	Wabash River Ordance	152
159.8	Standard Pit	161
186.2	Young	186
196.3	Breed Switch	196
209.3	Paxton	209
224.7	Emison	225
241.0	Purcell	241
255.3	Patoka	255
269.7	Haubstadt	270
273.6	Stacer	274
283.0	Straight Line Jct.	283

## ST. LOUIS SUBDIVISION

## 30—BLOCK INFORMATION:

a—Rules 305 to 373 in effect between Woodland Junction and Villa Grove Junction; V.E. and Hall; Findlay and Pana.

The manual block signal will also be used as train order signal except at Findlay.

b—Rules 505 to 518 in effect between Villa Grove Junction and V.E., between TP 163-16 and TP 165-11, and between Sullivan and Findlay.

Automatic southward approach signal located at TP 143-10 north of Villa Grove Junction is part of the automatic block signal system for southward movements.

Automatic northward approach signal located at TP 147-33 south of V.E. is part of the automatic block signal system for northward trains.

Automatic southward approach signal located at TP 174-34 north of Sullivan is part of the automatic block signal system for southward trains.

c—Woodland Jct.—A proceed indication on the southward home signals governing movement to the St. Louis Subdivision is authority for a train or engine to proceed to the next open manual block station. Rules 305 to 373 will apply.

d—Glover and Tuscola—Southward trains entering siding to meet northward trains or to be passed by southward trains, may pass block signal indicating stop and be governed by Rule 365.

e—Villa Grove Junction—Northward color light high manual block signal and northward color light dwarf manual block signal located at clearance point end of two tracks governs northward movements to next open manual block station. Rules 305 to 373 will apply.

f—V.E.—Southward color light high manual block signal and southward color light dwarf manual block signals located at end of two tracks and clearance point for yard lead governs southward movements to next open block station. Rules 305 to 373 will apply.

g—Trains receiving a stop signal at Villa Grove Junction or V.E. will call operator at Villa Grove as per Rule 371.

h—Hall-Findlay—Northward trains passing Findlay be governed by Rule 365 before leaving Hall, if do not receive

clearance at Findlay indicating condition of block.

Southward trains stopping at Hall will report clear of block.

i—Findlay—Pana—Northward approach signal (187-6) for Findlay interlocking is part of automatic block signal system for northward movements. Southward approach signal (202-7) for Pana interlocking is part of automatic block signal system for southward movements. Northward automatic dwarf signal (205-0) located at Poplar Street, Pana, is approach signal for northward manual block signal at Pana. Rules 505 to 518 are in effect for all the above automatic block signals.

j—Manual Block Signals: Findlay—Pana.

Southward manual block signal located TP 185-27.

Northward manual block signal located TP 203-35.

Rules 305 to 373 are in effect between these signals.

Train stopped by either of these signals must communicate with operator at Findlay and be governed by his instructions. Additional instructions are posted in telephone box located at Pana northward block signal.

k—Clearance Provisions and Exceptions to Rule 83(b) and Rule 97:

At Pana—A proceed indication on the manual block signal is authority for northward trains to proceed without clearance.

A proceed indication on the manual block signal is authority for northward extra trains to run without form "G" train orders and to run ahead of second class trains Pana to Findlay.

At Findlay—Northward trains receiving a proceed indication on the home signal running with the current of traffic will move ahead of overdue superior trains to the train order signal. A train stopped by home signal will communicate with the operator at once.

Clearance issued and signed by the superintendent will confer the same authority to a train as though received at its initial station.

l—Villa Grove—All trains register and receive clearance at Villa Grove. Clearance received at Villa Grove issued and signed by the superintendent will confer the same authority to regular trains as though received at initial station (Rule 83b).

m—When passenger trains are standing on southward track at Villa Grove station, trains on northward track will watch out for hose lying across track.

31—EAST ST. LOUIS:

Trains and engines must protect their movement over 25th Street, 71st Street, 79th Street and Hilltop road by a flagman.

32—JOINT TRACK:

Pana is the Subdivision initial station for northward and Subdivision terminal station for southward trains under Rule 4, Book of Rules.

Employees who operate between Pana and St. Louis must have copy of rules, time table and special instructions NYC, GM&O and TRRA.

33—INTERLOCKING PLANTS:

Woodland Jct., Glover, Tuscola, Arthur, Sullivan, Findlay, Pana, Bowman Ave.

Arthur (PRR) and Sullivan (IC) Automatic Plant:

Trains or engines finding home signal at stop must occupy track within 200 ft. of home signal in order to receive a

proceed indication at home signal. If home signal still does not indicate proceed and no conflicting movement is being made, operate C&EI release in release box at crossing as per instructions posted in the release box. If signal does not change to proceed indication within 6 minutes, proceed through plant on hand signal from trainman at crossing.

34—RAILROAD CROSSINGS NOT INTERLOCKED:

Bowman Ave.—TRRA.

35—YARD LIMITS:

Villa Grove . . . . TP 143-30 . . . . MP 147

Findlay . . . . . Signal 182-7 . . . TP 186-28

Pana . . . . . TP 203-20 . . . . NYC Main Track Connection

Bowman Ave. . . TP 291-7 . . . . End of Line

36—SPEED RESTRICTIONS:

The following restrictions govern all trains and engines except where speed restrictions covered by Special Instruction 3 are less:

	MPH
Woodland Jct.—Through crossovers entering and leaving St. Louis Subdivision . . . . .	20
Bridge C-1114 between Ellis and Royal . . . . .	40
Villa Grove Jct.—Northward movements over spring switch end of two tracks . . . . .	30
V.E. Over main track spring switch . . . . .	30
Tuscola—Around curves north of IC crossing . . . . .	30
Arthur—Around curve and over PRR crossing . . . . .	30
Sullivan—Around curve at depot between TP 176-01 and TP 176-08 . . . . .	30
Hall—Over Spring switch end of two tracks . . . . .	30
Pana—Southward trains between TP 202-26 and TP 203-20 . . . . .	30
Entering or leaving NYC main tracks . . . . .	15
Bowman Ave. to end of line . . . . .	20

37—LOCATION OF TELEPHONES OTHER THAN WHERE AT BOTH ENDS OF SIDING:

Station	T.P.	Station	T.P.
Woodland Jct. . . . .	83-07	Tuscola . . . . .	152-34
Bryce . . . . .	87-21		153-02
Goodwine . . . . .	92-14	Bourbon . . . . .	159-16
Fountain Creek . . . . .	95-06	Arthur . . . . .	164-34
Reilly . . . . .	103-05	Cadwell . . . . .	168-17
	114-05	Chippis . . . . .	173-09
Dailey . . . . .	116-20	Sullivan . . . . .	175-27
Royal . . . . .	119-30		175-42
Glover . . . . .	126-38		176-08
Tipton . . . . .	129-05		176-13
Block . . . . .	136-11		181-09
	136-36	Hall . . . . .	183-05
Villa Grove . . . . .	144-24		184-07
	144-31		184-37
	144-37	Findlay . . . . .	186-07
	145-37	Westervelt . . . . .	191-33
	146-07	Henton . . . . .	194-11
	146-13	Pana . . . . .	199-12
			203-36



## 38—STATIONS AND TRACKS NOT ON SCHEDULE PAGES:

Miles from Chgo.	Name	Station Number
116.5	Dailey	1117
124.7	Pauline	1125
129.1	Tipton	1129
136.5	Block	1136
148.9	West Ridge	1149
155.5	Craigs	1156
173.1	Chippis	1173
291.7	Bowman Ave.	1292
295.7	French Village	1296
298.3	Haydite	1298
298.9	Falcoal	1299
300.4	Black Eagle	1300

**SALEM SUBDIVISION**

## 39—SALEM YARD:

All trains register and receive clearance at Salem Yard, except No. 9 and No. 10 will not require clearance if the train order signal indicates proceed. Clearance received at Salem Yard issued and signed by the superintendent will confer the same authority to regular trains as though received at initial station (Rule 83b).

## 40—WEST FRANKFORT:

When flasher signals at Main Street are operating account train on main line, trains or engines using lead over Main Street must protect their movement over street by a flagman.

## 41—JOPPA JUNCTION:

North wye switch will be lined for Joppa Subdivision. This will be normal position of switch.

## 42—BLOCK INFORMATION:

Rules 505 to 518 in effect between TP 360-23 and TP 364-30.

## 43—JOINT TRACKS:

a—Between Neilson and West Vienna, CB&Q trains use C&EI tracks and are governed by C&EI rules and instructions.

b—Time shown on this time table as at Chaffee is for information only. Thebes is initial and terminal station under Rule 4, Book of Rules.

c—Thebes to Bridge Jct.—Rules 505 to 518 in effect between south end of Thebes and Bridge Jct. At Bridge Jct. and Gale Jct. dwarf signals controlled by push-button on signal case govern movements entering main track. If signal indicates proceed after push-button is operated, train may reverse junction switch and move onto main track and through block. If signal does not indicate proceed when push-button is operated, train must wait 5 minutes and again operate push-button. If signal does not then indicate proceed, crew may after making sure there is no conflicting train movement, reverse junction switch and move onto main track and through block per Rule 509(a).

d—Bridge Jct. to Rockview—Uniform Code of Operating Rules effective May 1st, 1950 and supplements are in effect.

## 44—INTERLOCKING PLANTS:

Findlay, Mode, St. Elmo, Kinmundy, S.A. Tower, V.N. Tower, Neilson, West Vienna, Tamms.

Neilson and West Vienna—When signalman is not on duty, routes are lined and home signals cleared for C&EI movements.

Tamms—GM&O RR—Automatic Plant. Trains or engines finding home signal in a stop position must occupy track within 200 feet of home signal in order to receive a proceed indication of the home signal. If home signal still does not indicate proceed and no conflicting movement is being made, operate C&EI release in release box at the crossing as per instructions posted in the release box. If signal does not change to proceed indication within 6 minutes, proceed through plant on hand signal from trainman at the crossing.

## 45—RAILROAD CROSSINGS NOT INTERLOCKED:

Altamont—B&O—stop and do not proceed until way is seen to be clear.

Benton—IC. Stop and do not foul or move over crossing until proceed hand signal is received from a member of crew at crossing.

Marion—IC and MP. Stop and do not foul or move over crossing until proceed hand signal is received from a member of crew at crossing.

TP 373-12—Gate normally across MO. PAC. R.R. Signals indicate proceed if gate is normal and stop if gate is across C&EI track. Approach crossing prepared to stop and do not proceed over crossing until signal indicates proceed, gate is properly lined for C&EI movement and crossing is clear.

## 46—YARD LIMITS:

Findlay	St. Louis Subdiv.	TP 186-22
Salem Yard	TP 250-20	MP 256
Mt. Vernon	TP 274-25	TP 277-20
West Frankfort	MP 303	MP 309
Marion	TP 315-10	MP 320
Goreville	TP 327-20	TP 330-25
Cypress	MP 343	MP 350
Thebes	TP 377-1	Bridge Jct.

## 47—SPEED RESTRICTIONS:

The following restrictions govern all trains and engines except where speed restrictions covered by Special Instruction 3 are less:

	MPH
Kaskaskia Bridge C-1942	20
Altamont—Curve at Depot	20
St. Elmo—Curve at tower	25
Southward—Between home signals	20
Between TP 224-36 and TP 225-05	50
Happy Hollow—Around reverse curves between MP 228 and TP 228-24	40
S.A. Tower—Southward—Between home signals	20
V.N. Tower—Between home signals	25
Freeman Mine Lead—Between Buckhorn Switch and North End Load Yard	20
Saline Creek Bridge C-3243	20
Between TP 332-6 and MP 334	35
Grasshopper Creek Bridge C-3347	20
Between TP 335-10 and TP 335-22	25

	MPH
Between TP 338-15 and TP 338-25.....	25
Between MP343 and MP 345.....	20
Joppa Jct. North Leg of Wye.....	20
TP 373-12 over Mo. Pac. R.R.....	20
Thebes—SI&MB Co. Bridge.....	25

48—LOCATIONS OF TELEPHONES OTHER THAN WHERE AT BOTH ENDS OF SIDING:

Station	T.P.	Station	T.P.
Shelbyville .....	192-40	Benton .....	297-05
	194-14	W. Frankfort .....	304-01
	200-35		304-19
Holland .....	208-04		308-31
Moccasin .....	212-35	Johnston City .....	310-36
Altamont .....	217-37		311-10
St. Elmo .....	223-34		314-03
St. James .....	229-07	Marion .....	316-25
Loogootee .....	233-07		318-26
St. Peter .....	235-19	Goreville .....	328-30
Salem Yard .....	251-13		334-12
S.A. Tower .....	255-05		336-07
Kell .....	263-12	Cypress .....	345-23
Texico .....	267-05		347-25
Mt. Vernon .....	274-41	Ullin .....	356-19
V.N. Tower .....	276-18	Tamms .....	362-08
Ina .....	288-07	Olive Branch .....	369-02
Whittington .....	291-25	Thebes .....	378-00

49—STATIONS AND TRACKS NOT ON SCHEDULE PAGES:

Miles from Chgo.	Name	Station Numbers
208.1	Holland .....	2208
233.2	Loogootee .....	2233
248.2	Brubaker .....	2248
260.0	Cartter .....	2260
267.2	Texico .....	2267
283.7	Bonnie .....	2284
291.7	Whittington .....	2292
314.3	Spillertown .....	2314
321.8	Hudgens .....	2322
336.4	Buncombe .....	2336
349.3	Oberts .....	2349
351.1	Perks .....	2351
369.3	Olive Branch .....	2369

### WESTVILLE SUBDIVISION

50—BLOCK INFORMATION:

- a—Rules 305 to 373 in effect between Danville and Westville.  
 b—Villa Grove—Southward trains must procure from operator a check of all over-due northward and southward superior trains before entering St. Louis Subdivision main track.

51—INTERLOCKING PLANTS:

Danville—Wabash lead to P&E, P&E, Wabash and city freight lead and Westville.

52—YARD LIMITS:

Danville.....Danville Subdiv.....	TP 124-80
Westville.....MP 132.....	MP 134
Sidell Jct.....Main Line.....	End of Jamaica Spur
Villa Grove.....MP 164.....	Villa Grove Jct.

53—SPEED RESTRICTIONS:

The following restrictions govern all trains and engines except where speed restrictions covered by Special Instruction 3 are less:

	MPH
Danville—Between southward home signal and East Williams Street .....	20
Danville to Westville.....	35
Danville—Main Street TP 124-6 until engine passes over crossing .....	20
Bridge W1262 Vermilion River.....	10
Rock Cut—Between TP 126-25 and TP 127-14.....	15
Westville—Southward—Between home signals....	20
Westville to Villa Grove Jct.....	40
Indianola—Curve north of depot TP 141-32.....	30
Sidell Jct. to Jamaica.....	25

54—LOCATIONS OF TELEPHONES OTHER THAN WHERE AT BOTH ENDS OF SIDING:

Station	T.P.	Station	T.P.
P&E Crossing .....	123-18	Sidell Jct.....	145-10
	123-29		145-24
	126-14	Allerton .....	152-08
	127-14	Broadlands .....	156-03
Westville .....	132-19	Longview .....	159-28
	132-38	Fairland .....	161-28
Indianola .....	142-32	Villa Grove Jct. ....	164-21
		Jamaica .....	On Depot

55—STATIONS AND TRACKS NOT ON SCHEDULE PAGES:

Miles from Chgo.	Name	Station Numbers
127.3	Mary Moore Mine .....	3127
148.6	Maizetown .....	4148
150.1	Hastings .....	3150
150.9	Jamaica .....	4151
	Jamaica Spur .....	
159.7	Longview .....	3160
161.9	Fairland .....	3162

### JOPPA SUBDIVISION

56—RAILROAD CROSSINGS NOT INTERLOCKED:

Karnak—NYC. Gate normally across C&EI and locked. C&EI trains stop, crews operate gate and restore to normal after movement over crossing is complete.

57—YARD LIMITS:

Joppa Jct.....	Main Line.....	MP 349
Karnak.....	MP 350.....	MP 353
Joppa.....	MP 359.....	End of subdivision

## 58—SPEED RESTRICTIONS:

The following restrictions govern all trains and engines except where speed restrictions covered by Special Instruction 3 are less:

	MPH
Joppa Jct. North Leg of Wye.....	20
Joppa Jct. to Joppa .....	35
Bridge J-3582 to TP 358-7.....	20
Joppa—Bridge J-3634 .....	15

## 59—LOCATIONS OF TELEPHONES OTHER THAN WHERE AT BOTH ENDS OF SIDING:

Station	T.P.	Station	T.P.
Chasco .....	348-15	Joppa .....	361-20
Karnak .....	351-15		361-32
			In Depot

**BROTHERS SUBDIVISION**

## 60—YARD LIMITS:

Rossville Jct.....Main Line.....End of Subdivision

## 61—SPEED RESTRICTIONS:

The following restrictions govern all trains and engines except where speed restrictions covered by Special Instruction 3 are less:

	MPH
Rossville Jct. to Brothers.....	30
Bridge D-1179 .....	10

**JUDYVILLE SUBDIVISION**

## 62—JUDYVILLE:

Derail located in main track three hundred (300) feet north of elevator track switch.

## 63—INTERLOCKING PLANTS:

Johannott—C&EI train or engine must stop at home signal and operate a push-button located in box at home signal before home signal will indicate proceed for movement over crossing.

If home signal does not then change to proceed and no CMSt.P&P train is approaching or on crossing, crew must operate hand release in box at crossing. Instructions are in box. If home signal does not then change to proceed, train may move through plant on hand signal from trainman at crossing.

## 64—RAILROAD CROSSINGS NOT INTERLOCKED:

Stewart—NYC. Gate normally across C&EI and locked and semaphore arm on gate post vertical. C&EI trains stop, crews operate gate and restore to normal after movement over crossings is complete.

## 65—YARD LIMITS:

Judyville Subdivision.....Main Line.....End of Subdivision

## 66—SPEED RESTRICTIONS:

The following restrictions govern all trains and engines except where speed restrictions covered by Special Instruction 3 are less:

	MPH
Rossville Jct. to Judyville.....	15

**BRAZIL SUBDIVISION**

## 67—BRAZIL:

End of C&EI track is at west line of Chicago St.

Derail on main track just south of new highway.

All engines must approach Brazil prepared to stop and expect to find cars on main track between house track switch and Chicago St.

Brazil Clay Plant No. 2—Two derrails, one near main track and one at road crossing at plant.

## 68—INTERLOCKING PLANT:

Burnett.

## 69—YARD LIMITS:

Brazil Subdivision.....Main Line.....End of Subdivision

## 70—SPEED RESTRICTIONS:

The following restrictions govern all trains and engines except where speed restrictions covered by Special Instruction 3 are less:

	MPH
O. C. Jct. to Brazil.....	25
Burnett—Over Bridge E-1748 .....	10
Between home signals.....	20
Brazil—Over Old National Road.....	10

## 71—LOCATIONS OF TELEPHONES OTHER THAN WHERE AT BOTH ENDS OF SIDING:

Station	T.P.	Station	T.P.
O.C. Jct. ....	Switch....	Burnett .....	Tower

**CISSNA PARK SUBDIVISION**

## 72—YARD LIMITS:

Cissna Park

Subdivision.....Alonzo.....End of Subdivision

## 73—SPEED RESTRICTIONS:

The following restrictions govern all trains and engines except where speed restrictions covered by Special Instruction 3 are less:

	MPH
Cissna Park to Alonzo.....	30

**MT. VERNON SUBDIVISION**

## 74—RAILROAD CROSSINGS NOT INTERLOCKED:

POSEYVILLE—IC. Gates on each side of crossing normally cross C&EI and electrically locked. C&EI trains stop, crews operate gates in accordance with instructions posted at crossing and restore gates to normal after movement over crossing is completed.

MT. VERNON—L&N. Gate normally across C&EI and electrically locked. C&EI trains stop, operate gate in accordance with instructions posted at crossing and restore gate to normal after movement over crossing is completed. Stop signs are placed approximately seventy-five (75) feet on each side of C&EI crossing and bonded to control L&N signals. C&EI trains or engines desiring to use crossing must not pass stop signs before operating gates.

## 75—YARD LIMITS:

Mt. Vernon Jct. . . . . Main Line. . . . . TP 266-12  
 Mt. Vernon. . . . . MP 298. . . . . End of Subdivision

## 76—SPEED RESTRICTIONS:

The following restrictions govern all trains and engines except where speed restrictions covered by Special Instruction 3 are less:

	MPH
Mt. Vernon Jct. to Mt. Vernon. . . . .	15
Solitude—Over Bridge M-2958 . . . . .	10

## 77—LOCATION BULLETIN BOARDS, STANDARD CLOCKS AND TRAIN REGISTERS:

Location	Bulletin Board	Standard Clock	Train Register
Chicago. . . . . Dearborn Sta. Dispatchers' Office	x	x	
Chicago. . . . . Dearborn Sta. Conductors' Room	x		
Chicago. . . . . 37th St. Switchmen's Locker Rm.	x		
Yard Center. . . . . Yard Office	x	x	x
Yard Center. . . . . Roundhouse Office	x	x	
Chicago Hts. . . . . CHTT Diesel House	x		
Danville. . . . . Yard Office	x	x	x
Danville. . . . . Passenger Depot		x	
Danville. . . . . Enginemen's Locker Room	x		
Danville. . . . . Telegraph Office (in Tower)			x
Oaklawn. . . . . Diesel House	x	x	
Oaklawn. . . . . Dispatchers' Office		x	x
Walz. . . . . Telegraph Office			x
Haley. . . . . Telegraph Office		x	
Baker. . . . . Yard Office	x	x	x
Vincennes. . . . . Diesel House	x		
Mt. Vernon, Ind. Depot	x		x
Wansford. . . . . Enginemen's Locker Room	x	x	
Wansford. . . . . Yard Office	x	x	x
Evansville. . . . . Union Station Telegraph Office	x	x	x
Evansville. . . . . Trainmen's Locker Room	x		
Villa Grove. . . . . Depot	x	x	x
Mitchell Yard. . . . . Roundhouse	x		
Mitchell Yard. . . . . Yard Office	x	x	x
Bowman Ave. . . . . Yard Office	x		
Salem Yard. . . . . Yard Office	x	x	x
Salem. . . . . Depot	x	x	
Mt. Vernon, Ill. Depot	x		
West Frankfort. Depot	x	x	x
Neilson. . . . . Telegraph Office			x
West Vienna. . . . . Telegraph Office			x
Cypress. . . . . Depot	x	x	
Joppa Jct. . . . . North Wye Telephone booth			x
Thebes. . . . . Depot	x		x
Joppa. . . . . Depot	x	x	x

## 78—TRAIN REGISTER INFORMATION:

Yard Center. . . . . Through first class trains register by slip.  
 Danville Yard  
 (office) . . . . . All trains register by slip.  
 Danville (Tower) . . . . . First class trains register by slip. Other trains will not register.  
 Walz. . . . . Evansville Subdivision freight trains register by slip. Other trains will not register.

Wansford. . . . . First class trains register by slip.  
 Salem Yard. . . . . Nos. 9 and 10 register by slip.  
 West Frankfort. . . . . Trains starting and terminating will register.  
 Nos. 9 and 10 register by slip.  
 Neilson. . . . . CB&Q trains register by slip. Other trains will not register.  
 West Vienna. . . . . CB&Q trains register by slip. Other trains will not register.  
 Joppa Jct. . . . . Extra trains will not register.

## 79—TRAIN ORDER OR BLOCK STATIONS ARE OPEN ONLY AS FOLLOWS:

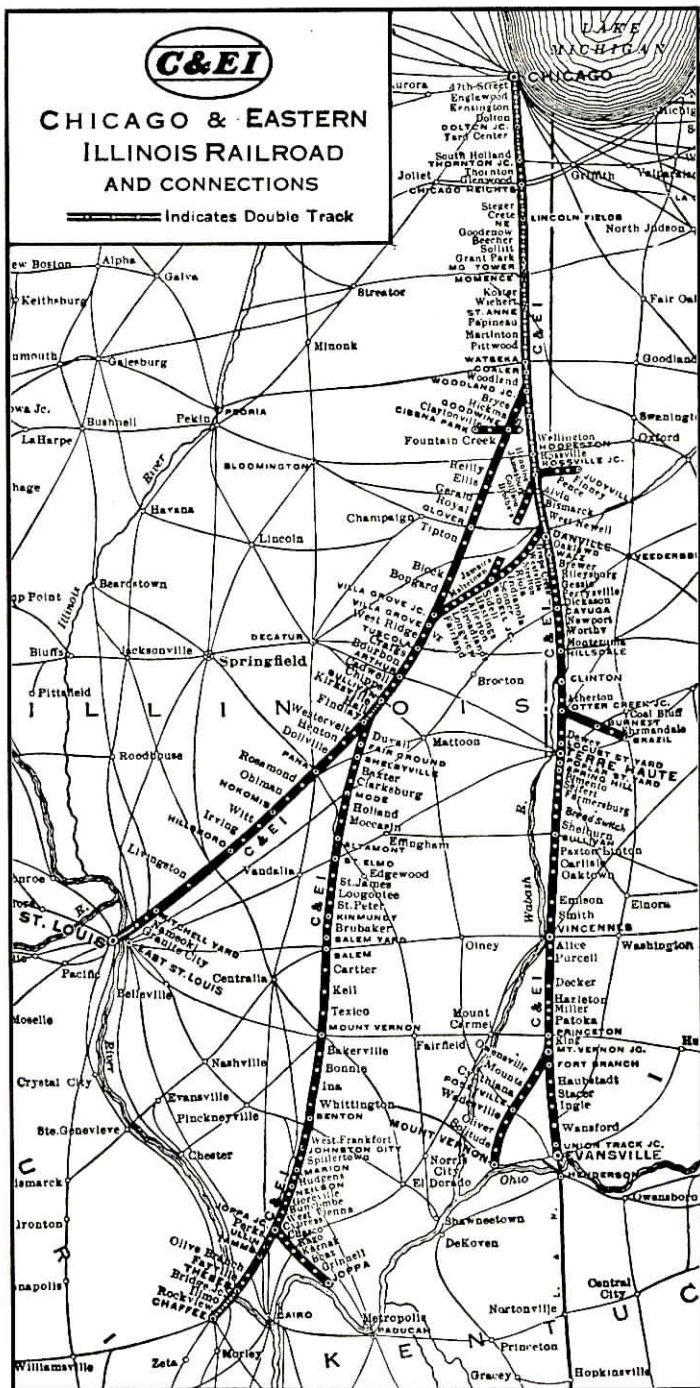
	Week Days	Saturdays Sundays and Holidays
<b>Danville Subdivision</b>		
Bismarck. . . . .	7:00 AM to 7:30 AM 10:20 AM to 12:00 Noon 1:00 PM to 4:00 PM	
<b>Evansville Subdivision</b>		
Sullivan. . . . .	7:45 AM to 4:45 PM	
Princeton. . . . .	9:00 PM to 5:00 AM	9:00 PM to 5:00 AM
<b>St. Louis Subdivision</b>		
Bryce. . . . .	9:00 AM to 10:00 AM 3:30 PM to 6:00 PM	
Fountain Creek. . . . .	10:20 AM to 11:30 AM	
Reilly. . . . .	1:00 PM to 2:30 PM	
Ellis. . . . .	6:00 PM to 2:00 AM	6:00 PM to 2:00 AM
Royal. . . . .	8:00 AM to 5:00 PM	
Bourbon. . . . .	4:00 PM to 12:00 PM	4:00 PM to 12:00 PM
Arthur. . . . .	9:00 AM to 6:00 PM	9:00 AM to 6:00 PM (Not open on Sundays)
Cadwell. . . . .	11:59 PM to 7:59 AM	11:59 PM to 7:59 AM
Sullivan. . . . .	9:00 AM to 6:00 PM	9:00 AM to 6:00 PM
<b>Salem Subdivision</b>		
St. Peter. . . . .	7:00 AM to 10:30 AM 1:30 PM to 4:00 PM	
Kell. . . . .	7:00 AM to 4:00 PM	
Neilson. . . . .	7:45 AM to 4:45 PM	7:45 AM to 4:45 PM
Goreville. . . . .	9:00 AM to 6:00 PM	
West Vienna. . . . .	7:45 AM to 4:45 PM	7:45 AM to 4:45 PM
Cypress. . . . .	3:00 PM to 11:00 PM	3:00 PM to 11:00 PM (Not open on Sundays and Holidays)
Tamms. . . . .	7:00 AM to 4:00 PM	
Thebes. . . . .	5:30 PM to 1:30 AM	
<b>Westville Subdivision</b>		
Indianola. . . . .	2:00 PM to 4:00 PM	
Sidell. . . . .	8:00 AM to 5:00 PM	
Allerton. . . . .	8:00 AM to 5:00 PM	
Broadlands. . . . .	8:00 AM to 5:00 PM	
<b>Joppa Subdivision</b>		
Karnak. . . . .	7:00 AM to 4:00 PM	7:00 AM to 4:00 PM (Not open on Sundays and Holidays)
Joppa. . . . .	7:00 AM to 4:00 PM	7:00 AM to 4:00 PM

**Memoranda****Memoranda**



**CHICAGO & EASTERN  
ILLINOIS RAILROAD  
AND CONNECTIONS**

==== Indicates Double Track



**CHICAGO & EASTERN  
ILLINOIS RAILROAD**

**C&E I**

**MODIFICATIONS  
and  
ADDITIONS  
to the  
OPERATING RULES.**

## FIXED SIGNALS

Rules 281 to 293, inclusive.

Aspects may be shown by the position of semaphore arms, color of lights, position of lights, or a combination of color and position of lights.

Day and night aspects for color light signals shall have the same colors as the night aspects of the semaphore signals.

Where limited, medium, restricted, or slow speed is used in connection with Rules 281 to 293 inclusive, it does not allow train to exceed authorized speed when this speed is lower than indication given by signals.

### DEFINITIONS:

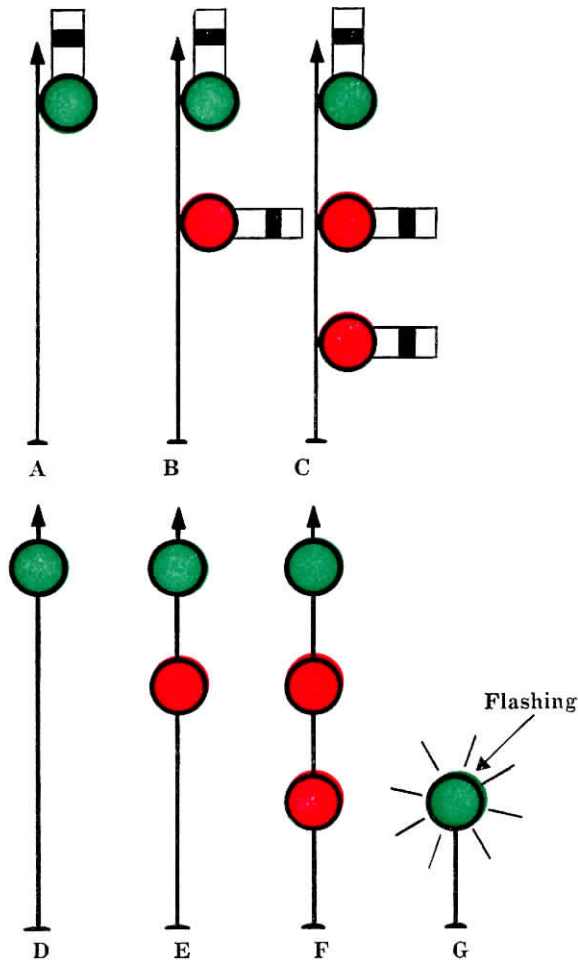
Limited Speed—A speed not exceeding fifty (50) MPH.

Medium Speed—A speed not to exceed one-half authorized speed, but not exceeding thirty (30) Miles Per Hour.

Restricted Speed—Proceed prepared to stop short of train, obstruction, or switch not properly lined, and to look out for broken rail, but not exceeding fifteen (15) MPH.

Slow Speed—A speed not exceeding fifteen (15) Miles Per Hour.

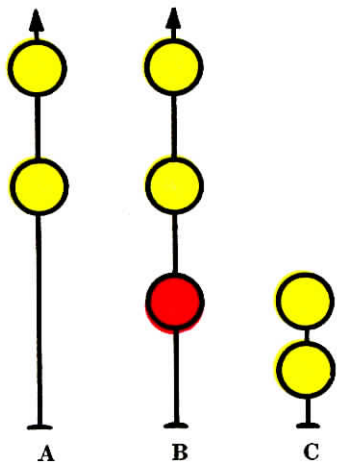
### RULE 281



INDICATION — PROCEED.

NAME: CLEAR.

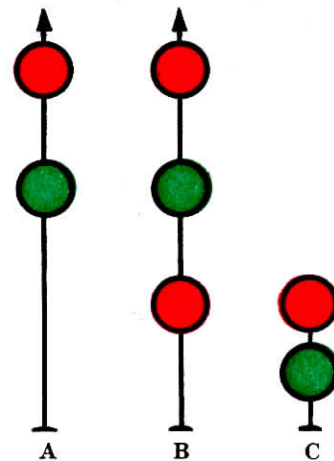
RULE 282



INDICATION — PROCEED APPROACHING NEXT SIGNAL AT MEDIUM SPEED. TRAIN EXCEEDING LIMITED SPEED (50 MPH) MUST AT ONCE REDUCE TO THAT SPEED. REDUCTION TO LIMITED SPEED MUST COMMENCE BEFORE PASSING SIGNAL AND BE COMPLETED BEFORE ACCEPTING A MORE FAVORABLE INDICATION.

NAME: APPROACH MEDIUM.

RULE 283

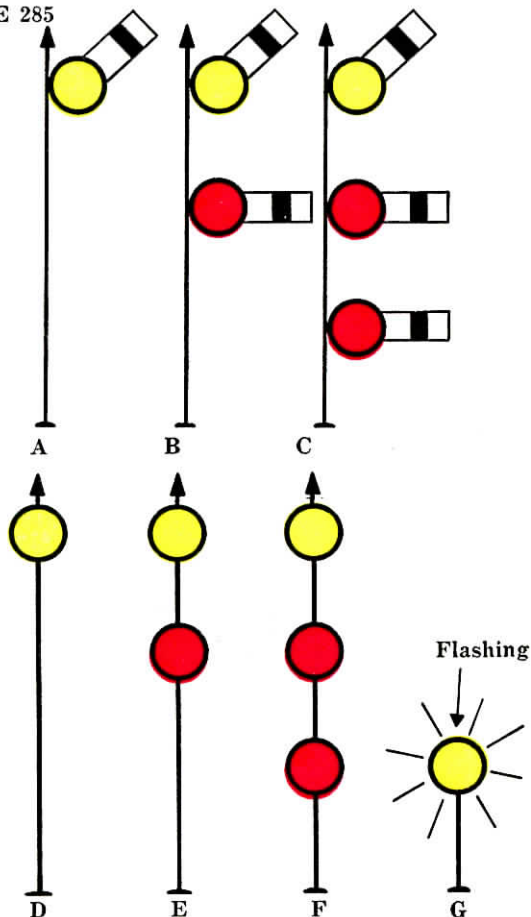


INDICATION — PROCEED THROUGH TURNOUT AT MEDIUM SPEED.

NAME: MEDIUM CLEAR.



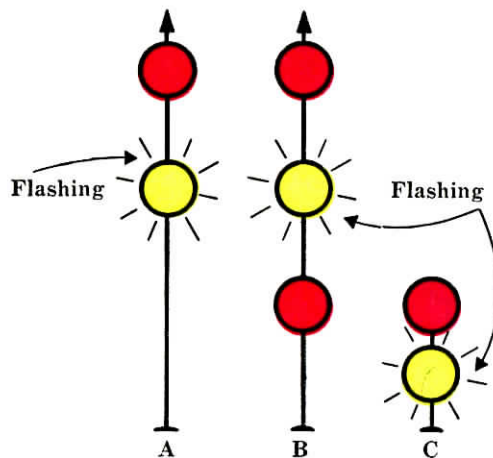
RULE 285



INDICATION — PROCEED PREPARING TO STOP AT NEXT SIGNAL. TRAIN EXCEEDING MEDIUM SPEED MUST AT ONCE REDUCE TO THAT SPEED. REDUCTION TO MEDIUM SPEED MUST COMMENCE BEFORE PASSING SIGNAL AND BE COMPLETED BEFORE ACCEPTING A MORE FAVORABLE INDICATION.

NAME: APPROACH.

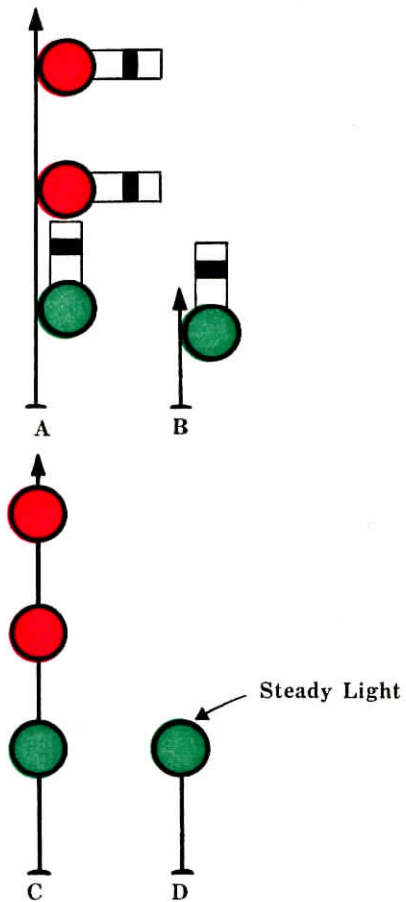
RULE 286



INDICATION — PROCEED THROUGH TURNOUT AT MEDIUM SPEED PREPARING TO STOP AT NEXT SIGNAL.

NAME: MEDIUM APPROACH.

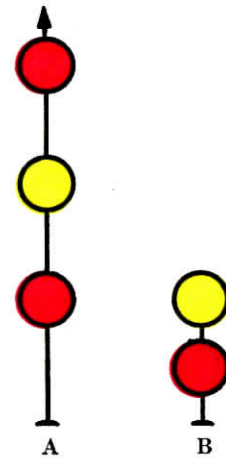
RULE 287



INDICATION — PROCEED THROUGH TURNOUT  
AT SLOW SPEED.

NAME: SLOW CLEAR.

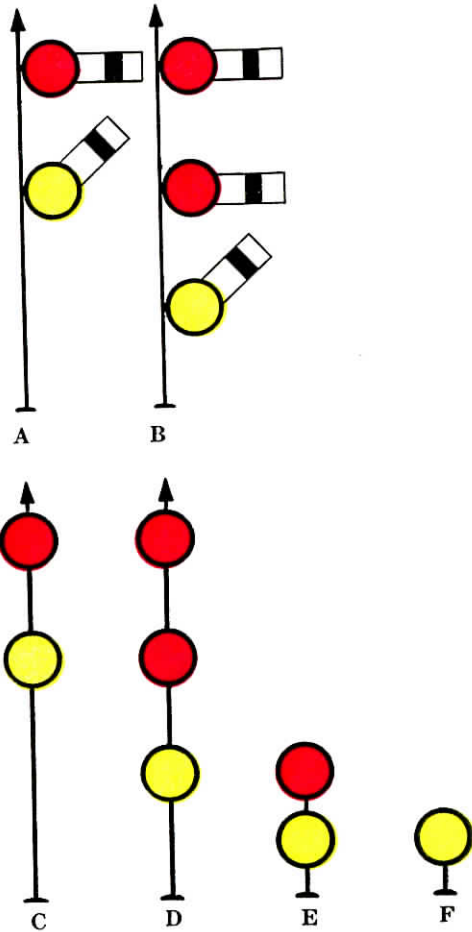
RULE 288



INDICATION — PROCEED THROUGH TURNOUT  
AT SLOW SPEED PREPARING TO STOP AT  
NEXT SIGNAL.

NAME: SLOW APPROACH.

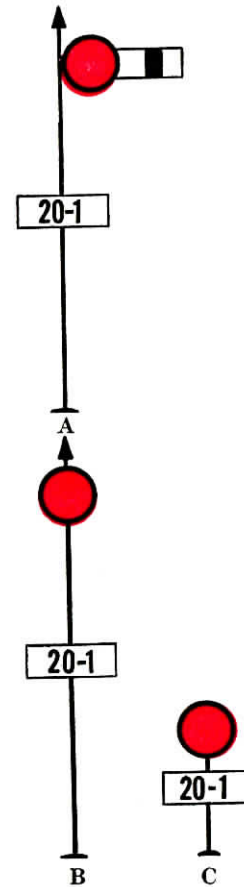
RULE 290



INDICATION—PROCEED AT RESTRICTED SPEED.

NAME: RESTRICTING.

RULE 291

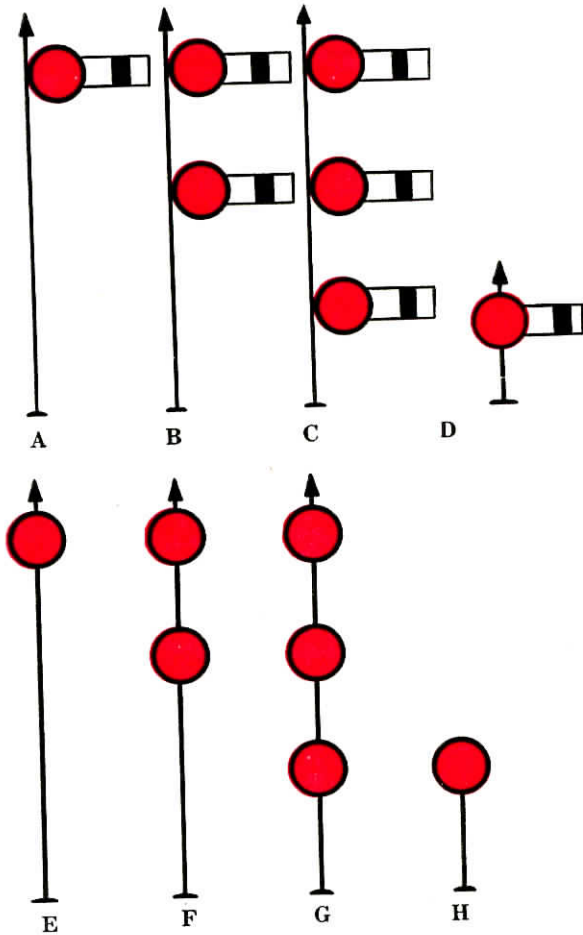


DESIGNATED BY NUMBER PLATE.

INDICATION — STOP; THEN PROCEED AT RESTRICTED SPEED.

NAME: STOP AND PROCEED.

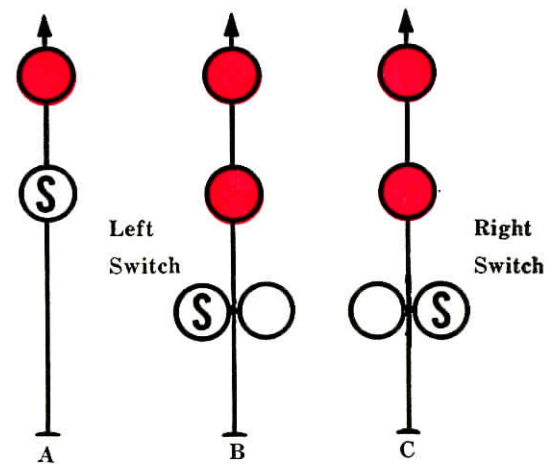
RULE 292



INDICATION — STOP.

NAME: STOP.

RULE 292-A



INDICATION — STOP, OPEN SWITCH, ENTER SIDING.

NAME: TAKE SIDING.

**RULE 292-B**



**INDICATION—PROCEED AT RESTRICTED SPEED TO SIDING SWITCH. STOP, OPEN SWITCH, ENTER SIDING.**

**NAME: PROCEED TO TAKE SIDING.**

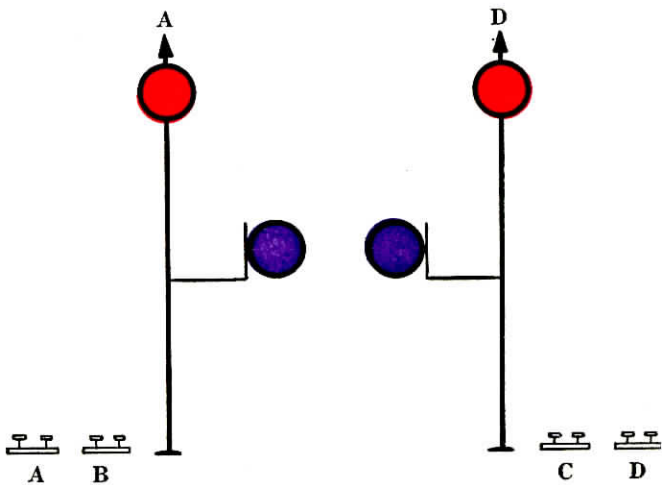
**RULE 292-C**



**INDICATION — STOP, OPEN SWITCH, PROCEED UPON RECEIVING PROCEED SIGNAL INDICATION.**

**NAME: LEAVE SIDING.**

RULE 293



Signal "A" governs  
Track "A"

Signal "D" governs  
Track "D"

**RULE 293 APPLIES WHERE PURPLE MARKER IS  
PLACED ON ANY COLOR LIGHT SIGNAL SHOWN  
ABOVE.**