

You Can Help to Reduce Accidents

if you

THINK SAFETY

and

ACT SAFELY

**Keep Your Mind on
Each Immediate Move**

**Read the Rules -- Learn Them
Use Them**

NOTICE TO ENGINEMEN

Locomotive whistle and bell signals for highway crossings at grade must begin when engine is opposite whistle sign and be continued until engine has passed over crossing.

STANDARD WHISTLE SIGNAL FOR HIGHWAY CROSSINGS SHALL BE NOT LESS THAN TEN SECONDS DURATION AND CONSIST OF TWO LONG, ONE SHORT, AND ONE LONG BLASTS, THE LAST BLAST TO END WHEN ENGINE HAS PASSED OVER CROSSING.

These instructions will apply to all grade crossings both within and without cities, villages and towns in Indiana and Illinois, except where especially advised to the contrary.

SMOKE IS FUEL WASTED SAVE COAL



Chicago & Eastern Illinois Railroad

29

**TIME TABLE
No. 29**

Effective

Sunday, June 30, 1946

12:01 A. M.

SUPERSEDING

Time Table No. 28 Dated October 14, 1945

Destroy all copies of Time Table No. 28

For Government and Information of Employees Only.

HOLLY STOVER, President

F. G. NICHOLSON, General Manager

Policy in Passenger Relationships

The new schedules contained in this time table represent an effort on the part of the C&EI to improve train service in the post-war period. One of the most important phases of present day service is on time performance and everyone concerned should do everything possible to see that our customers are not disappointed in their expectations. By maintaining regular on time performance we can develop the confidence of the post-war traveler and shipper in our service. The passenger traffic of any railroad is built upon the good will of the traveling public toward the facilities and service of that road.

The reputation of the C&EI for courtesy and for a friendly interest in its passengers' well-being—as well as its future good will—is made on the passenger trains themselves. Our Train Conductors and their Staffs represent the Company as hosts to the travelers on their trains. It is their courteous attention to the needs and wishes of passengers that makes them feel at home and want to ride the C&EI on trips to come. Let all of us who have contact with the public be constantly mindful of this.

Passenger Train Operations

1. The passenger Train Conductor on the C&EI RR is in sole charge of his train and is responsible in all matters pertaining to the passengers' safety and general welfare. Some of his duties include:
 - (a) Attention to passenger comfort in the avoidance of undue noise or disturbances in coaches, especially on night runs.
 - (b) Consideration for the comfort of sleeping car passengers to insure a good night's rest—elimination of unnecessary noise, proper lighting and temperature adjustments, attentive porter service, orderly handling of luggage, and cleanliness throughout.
 - (c) Information and advice on the trip. Many passengers may be taking their first trip by rail. They may be nervous and ill at ease. They will appreciate an attitude on the part of train personnel which promotes confidence and relieves anxiety.
 - (d) Special effort should be made to answer fully all questions about connecting line trains, and information should cheerfully be given as to the cause and extent of unusual delays. Most passengers will readily accept a condition they understand; and if a train is running late, Pullman and Dining Car forces should be advised of the circumstances so they may answer passengers' questions intelligently.
2. Passenger Train Conductors should know, from personal observation, what is going on in all parts of their trains. They should require of their train crews neatness of appearance, and clean, tidy housekeeping in the cars and quarters for which they are responsible. They should set an example in courtesy and in pride in the operation of their trains.
3. Where Passenger Train Conductors are confronted with situations involving matters of policy or unfamiliar circumstances, they should promptly ask for advice or instruction from the nearest operating or passenger officer or representative.
4. In ticket complications or cash fare collections, Conductors will use their best judgment to avoid argument or friction. Where necessary, they will wire for instructions; but tact and consideration for the passenger will in most cases avoid controversy.
5. Under crowded train conditions, C&EI employees riding on passes should cheerfully cooperate with Conductors in giving revenue passengers preference as to accommodations. It must be borne in mind that our passenger trains are operated on the revenues from passenger traffic, and that passes are issued to C&EI employees and their families *subject* to accommodations available.
6. Every passenger train has a personality of its own. It can be inviting, hospitable and pleasant, or slovenly and unattractive. Much depends upon the spirit and teamwork of its Staff. It is the opportunity of the Conductor to develop a train operation which will make it popular with the traveler and a subject of pride with his Staff.

I ask your cooperation in the maintenance of good will building service throughout all C&EI passenger operations. Bear in mind that upon the satisfaction of your passengers depends the success and prosperity of your road. The C&EI must be outstanding in this.



PRESIDENT

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LOCATION GENERAL ORDER BOARDS, STANDARD CLOCKS AND TRAIN REGISTERS

Station	Location	General Order Board	Standard Clock	Train Register (See Note)
Chicago.....	Dearborn Sta. Dispatchers' Office.....	x	x	x
Chicago.....	Dearborn Sta. Conductors' Room.....	x		
Chicago.....	35th St. Switchmen's Locker Room.....	x		
Chicago.....	51st St. Roundhouse Office.....	x		
Yard Center.....	Yard Office.....	x	x	x
Yard Center.....	Roundhouse Office.....	x	x	
Chicago Heights.....	CHTT Switchmen's Cabin.....	x		
Jay Tower.....	Interlocking Station.....	x		
Watsoka.....	Interlocking Station.....	x	x	x
Rossville.....	Depot.....	x	x	
Rossville Jct.....	EJ&E Office.....	x	x	
North Yard.....	Yard Office.....		x	x
Danville.....	Passenger Depot.....		x	
Danville.....	Enginemen's Locker Room.....	x		
Oaklawn.....	Roundhouse Office.....	x	x	
Brewer.....	Yard Office.....			x
Jackson.....	Yard Office.....	x		
Haley.....	Telegraph Office.....		x	x
Locust Street.....	Yard Office.....	x		x
Locust Street.....	Roundhouse Office.....	x		
Terre Haute.....	Union Depot Telegraph Office.....	x	x	
Baker.....	Telegraph Office.....	x	x	
Alice.....	Telegraph Office.....	x		
Mt. Vernon.....	Depot.....	x		x
Wansford.....	Roundhouse Office.....	x		
Wansford.....	Telegraph Office.....	x	x	x
Belt Yard.....	Yard Office.....	x		x
Evansville.....	Union Station Telegraph Office.....	x	x	x
Villa Grove.....	Roundhouse Office.....	x		
Villa Grove.....	Depot.....	x	x	x
Findlay.....	Depot.....	x		
Findlay Jct.....	Interlocking Station.....			x
Pana.....	Depot.....			x
Mitchell Yard.....	Roundhouse.....	x		
Mitchell Yard.....	Yard Office.....	x	x	x
St. Louis.....	Union Station.....	x	x	x
Salem Yard.....	Roundhouse.....	x		
Salem Yard.....	Yard Office.....	x	x	x
Salem.....	Depot.....	x		
West Frankfort.....	Roundhouse.....	x		
West Frankfort.....	Depot.....		x	x
Cypress.....	Depot.....	x	x	x
Thebes.....	Depot.....	x	x	x
Joppa.....	Depot.....			x
W. R. Tower.....	Interlocking Station.....	x		
Bunsen Switch.....	In Cabin.....			x

Note:—All trains register at the initial and the terminal station of the schedule or run on a district, except:

- Yard Center..... Through first and second class trains register by slip.
- North Yard..... Westville District trains register by slip.
- Danville..... All trains register by slip at North Yard instead of Danville.
- Brewer..... Evansville District freight trains register by slip at Walz instead of Brewer.
- Haley..... Nos. 78 and 79 register by slip.
- Wansford..... First class trains register by slip. Engines in passenger service starting from Wansford and returning from Evansville register at Wansford.
- Belt Yard..... Freight trains register by slip at Wansford instead of Belt Yard.
- Woodland Jct..... St. Louis District trains register by slip.
- Villa Grove..... All trains register.
- Pana..... All trains register by slip.
- Findlay Jct..... All trains register by slip.
- Salem Yard..... All trains register.
- Neilson..... CB&Q trains register by slip.
- W. V. Tower..... CB&Q trains register by slip.
- Cypress..... All first class trains register.
- Thebes..... All trains register.

DANVILLE DISTRICT—Southward

Train Order Stations	Distance from Chicago	Distance between Stations	TIME TABLE No. 29 June 30, 1946 STATIONS	FIRST CLASS										
				99	1	21	89	93	97	91	23	95	9	
				Dixie Flagler	Mail and Express	The Zipper	Dixie Express	Dixie Limited	Dixie Mail	Dixie Flyer Mail	The Silent Knight	Dixie Flyer	Evansville Passenger	
				LEAVE AM	LEAVE AM	LEAVE AM	LEAVE PM	LEAVE PM	LEAVE PM	LEAVE PM	LEAVE PM	LEAVE PM	LEAVE PM	LEAVE PM
DN			CHICAGO	8.00	8.30	11.45	1.00	3.45	7.00	10.30	11.15	11.40	11.59	
	16.9	16.9	DOLTON JCT.	Between Chicago and Yard Center trains will use C&WI current time table. See rule 1 page 23.										
DN	18.0	1.1	YARD CENTER...w	8.30	s 9.05	12.15	1.30	4.15	7.30	11.00	11.45	12.10	12.29	
	19.5	1.5	SO. HOLLAND		s 9.10								12.31	
DN	20.1	0.6	THORNTON JCT.		9.11		1.32	4.17	7.32	11.02	11.48	12.12	12.32	
	21.7	1.6	THORNTON		s 9.13								12.34	
	23.4	1.7	GLENWOOD		c 9.16									
	26.6	3.2	CHICAGO HTS.	8.37	s 9.24	s 12.25	s 1.41	4.23	7.44	11.10	s 11.58	c 12.21	s 12.52	
DN	26.8	0.2	M. C. TOWER											
	27.0	0.2	JAY TOWER											
	27.8	0.8	HEIGHTS YARD		9.27		1.44		7.47 ⁵³					
	28.8	1.0	STEGER		s 9.29									
	30.4	1.6	CRETE		s 9.33								12.59	
DN	32.5	2.1	N. E. TOWER	8.42	9.36	12.32	1.51	4.29	7.51	11.17	12.06	12.30	1.02	
	34.2	1.7	GOODENOW		s 9.38									
	37.6	3.4	BEECHER		s 9.43		1.56						1.07	
	41.0	3.4	SOLLITT		9.47									
	44.7	3.7	GRANT PARK	8.52	s 9.53	12.44	2.03	4.38	8.02	11.28	12.19	12.40	1.14	
DN	49.7	5.0	M. G. TOWER											
	49.9	0.2	MOMENCE	8.56 ⁷³	s 10.03	s 12.50	2.08	4.44	c 8.08	11.32	c 12.25	12.45	s 1.23	
	50.8	0.9	MOMENCE YD. w				2.10 ⁶¹							
	57.9	7.1	WICHERT		f 10.13									
DN	60.1	2.2	ST. ANNE	9.04	s 10.20 ⁷³	1.01	2.17	4.53	8.18	11.42	12.35	12.56	f 1.34	
	64.2	4.1	PAPINEAU w		s 10.26								1.39	
	67.7	3.5	MARTINTON	9.10	s 10.31	1.08	2.25	4.59	8.25	11.49	12.43	1.03	1.43	
	71.5	3.8	PITWOOD		s 10.37								1.47	
DN	77.5	6.0	WATSEKA	9.18	s 10.47	c 1.19	s 2.38	5.07	s 8.36	11.58	c 12.53	1.13	s 1.57	
N	79.6	2.1	COALER c&w	9.23 ⁷¹	10.56		2.47	5.11	8.45	12.06 ⁶⁵	1.00	1.20	2.06	
	81.8	2.2	WOODLAND		s 11.00									
DN	82.6	0.8	WOODLAND JCT.	9.26	11.03	1.33 ²²	2.52	5.13	8.49	12.11	1.05	1.26	2.11	
D	88.1	5.5	MILFORD		s 11.12		2.57	5.18	s 8.55	12.17		1.32	s 2.17	
	89.1	1.0	MILFORD JCT.											
	92.7	3.6	CISSNA JCT.											
D	94.2	1.5	WELLINGTON w		s 11.22		3.03	5.23	9.01				2.24	
DN	99.2	5.0	HOOPESTON	9.40	s 11.34		s 3.13	5.27	s 9.10	12.29		1.43	s 2.36	
	105.2	6.0	ROSSVILLE		s 11.43				9.17				2.42	
	107.1	1.9	ROSSVILLE JCT. w	9.46	11.49 ⁷¹		3.21	5.34	9.20	12.37		1.51	2.45	
	111.2	4.1	ALVIN		s 11.55								2.50	
D	114.3	3.1	BISMARCK	9.52	s 12.01		3.28	5.39	9.26	12.43		1.57	2.53	
	118.4	4.1	WEST NEWELL		12.06		3.32						2.57	
DN	123.0	4.6	NORTH YARD	10.01	12.13		3.38	5.48	9.38	12.53		2.07	3.05	
	123.2	0.2	DANVILLE	s 10.05	s { 12.15 12.40		s 3.50	s 5.56	s 9.50	s 1.01		s 2.17	s 3.21	
DN	123.4	0.2	CORY	10.06	12.41		3.51	5.57	9.51	1.02		2.18	3.22	
	124.8	1.4	OAKLAWN		s 12.49									
DN	125.8	1.0	WALZ	10.10	12.52		3.55	6.01	9.55	1.06		2.22	3.25	
	126.5	0.7	BREWER w	10.11	12.53		3.56	6.02	9.56	1.07		2.23	3.26	
				AM	PM	PM	PM	PM	PM	AM	AM	AM	AM	
				ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	

DANVILLE instead of Brewer is district initial-terminal station for through first class schedules on Danville and Evansville Districts. See time of Westville District trains on page 16 as applying at North Yard and Danville.

For information only, No. 99, see page 30.

DANVILLE DISTRICT—Southward

Siding Car Capacity	Station Numbers	Distance between Stations	TIME TABLE No. 29 June 30, 1946	SECOND CLASS						THIRD CLASS			
				51	61	63	55	65	57	53	73	75	71
				Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Local Freight	Local Freight	Local Freight
				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Monday, Wednesday, Friday	Tuesday, Thursday, Saturday	Tuesday, Thursday, Saturday
			STATIONS	LEAVE PM	LEAVE PM	LEAVE PM	LEAVE PM	LEAVE PM	LEAVE PM	LEAVE PM	LEAVE AM	LEAVE AM	LEAVE AM
	0		CHICAGO.....			6.00				6.10			
		16.9	DOLTON JCT.....	Between Chicago and Yard Center trains will use C&WI current time table. See rule 1 page 23.									
	18	1.1	YARD CENTER..... w	12.30	1.00	6.50	9.30	10.00	11.00	7.20	7.00		
	19	1.5	SOUTH HOLLAND.....										
	20	0.6	THORNTON JCT.....	12.33	1.07	6.55	9.37	10.05	11.07	7.25			
	22	1.6	THORNTON.....										
	23	1.7	GLENWOOD.....										
	27	3.2	CHICAGO HEIGHTS... w	12.42	1.17	7.04	9.48	10.15	11.18	7.37			
		0.2	M. C. TOWER.....										
		0.2	JAY TOWER.....										
		0.8	HEIGHTS YARD.....	12.52	1.25	7.13	9.52	10.26	11.22	7.47 ⁹⁷	7.25		
133	29	1.0	STEGER.....										
	30	1.6	CRETE.....										
		2.1	N. E. TOWER.....	1.02	1.38	7.23	10.02	10.34	11.32	7.57	7.40		
	34	1.7	GOODENOW.....										
	38	3.4	BEECHER.....										
	41	3.4	SOLLITT.....										
	45	3.7	GRANT PARK.....		1.53								
		5.0	M. G. TOWER.....	1.26		7.46	10.25	11.02	11.55	8.25			
	50	0.2	MOMENCE.....										
80	51	0.9	MOMENCE YARD... w	1.28	2.10 ⁸⁹	7.48	10.27	11.10	11.57	8.27	8.56 ⁹⁹		
	58	7.1	WICHERT.....										
80	60	2.2	ST. ANNE.....	1.40	2.24	8.00	10.40	11.25	12.10	8.48	10.20 ¹		
	64	4.1	PAPINEAU..... w										
	68	3.5	MARTINTON.....										
	72	3.8	PITTSWOOD.....	1.55	2.38	8.14	10.53	11.40	12.23	9.03			
	77	6.0	WATSEKA.....	2.02	2.45	8.23	11.02	11.49	12.32	9.16	11.30	8.30	9.00
95	80	2.1	COALER..... C&W	2.12	2.54	8.35	11.12	12.06 ⁹¹	12.42	9.25			9.23 ⁹⁹
	82	2.2	WOODLAND.....										
	83	0.8	WOODLAND JCT.....	2.20	3.01	8.40	11.18	12.16	12.48	9.30		9.00	9.35
	88	5.5	MILFORD.....	2.27			11.25		12.55	9.42			10.20
	89	1.0	MILFORD JCT.....										
	93	3.6	CISSNA JCT.....										
	94	1.5	WELLINGTON..... w										
	99	5.0	HOOPESTON.....	2.45			11.38		1.08	9.58			11.00
	106	6.0	ROSSVILLE.....										
77	107	1.9	ROSSVILLE JCT... w	2.55			11.49		1.19	10.10			11.49 ¹
	111	4.1	ALVIN.....										
	114	3.1	BISMARCK.....	3.04			11.59		1.29	10.32			
	118	4.1	WEST NEWELL.....										
	123	4.6	NORTH YARD.....	3.20			12.11		1.41	10.47			12.30
	123	0.2	DANVILLE.....										
		0.2	CORY.....	3.25			12.15		1.45	10.49			
	125	1.4	OAKLAWN.....										
		1.0	WALZ.....	3.31			12.22		1.52	10.56			
	126	0.7	BREWER..... w	3.35			12.30		2.00	11.10			1.00
				PM	PM	PM	AM	AM	AM	PM	AM	AM	PM
				ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE

DANVILLE instead of Brewer is district initial-terminal station for through first class schedules on Danville and Evansville Districts. See time of Westville District trains on page 16 as applying at North Yard and Danville.

DANVILLE DISTRICT—Northward

Train Order Stations	Distance from Chicago	Distance between Stations	TIME TABLE No. 29 June 30, 1946	FIRST CLASS									
				90	24	94	96	92	88	22	8	98	10
				Dixie Flyer Mail	The Silent Knight	Dixie Flyer	Nashville Chicago Passenger	Dixie Limited	Dixie Express	The Zipper	Chicago Express	Dixie Flagler	Chicago Passenger
STATIONS			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
DN				ARRIVE AM	ARRIVE AM	ARRIVE AM	ARRIVE AM	ARRIVE AM	ARRIVE PM	ARRIVE PM	ARRIVE PM	ARRIVE PM	ARRIVE AM
	16.9		CHICAGO	5.10	6.50	7.20	8.05	10.55	1.30	3.10	7.05	10.55	12.15
	16.9	1.1	DOLTON JCT.	Between Yard Center and Chicago trains will use C&WI current time table. See rule 1 page 23.									
DN	18.0	1.5	YARD CENTER...w	4.38	f 6.12	6.48	7.30	10.21	12.56	2.38	6.30	10.24	11.41
	19.5	0.6	SO. HOLLAND		f 5.55								
DN	20.1	1.6	THORNTON JCT.	4.36	5.45	6.44	7.26		12.53		6.27		
	21.7	1.7	THORNTON		f 5.42								
	23.4	3.2	GLENWOOD		c 5.35								
	26.6	0.2	CHICAGO HTS.	4.29	s 5.30	s 6.37	s 7.20	c 10.13	s 12.45	s 2.29	s 6.20	10.17	s 11.31
DN	26.8	0.2	M. C. TOWER										
	27.0	0.8	JAY TOWER										
	27.8	1.0	HEIGHTS YARD	4.27	5.18	6.31	7.15	10.10	12.41 ⁶⁰		6.12		11.23
	28.8	1.6	STEGER		f 5.15								
	30.4	2.1	CRETE		f 5.10								
DN	32.5	1.7	N. E. TOWER	4.22 ⁶⁴	5.04	6.25	7.10	10.06	12.37	2.22 ⁷²	6.08	10.12	11.19
	34.2	3.4	GOODENOW		f 5.01								
	37.6	3.4	BEECHER	4.17	f 4.58	6.19	7.05	10.01	12.32		6.04		11.14
	41.0	3.7	SOLLITT										
	44.7	5.0	GRANT PARK	4.10	f 4.45	6.11	6.56	9.54	12.24	2.10	5.56	10.03	11.06
DN	49.7	0.2	M. G. TOWER										
	49.9	0.9	MOMENCE	4.04	s 4.36	6.05	6.51	9.49	12.18 ⁷²	c 2.05	s 5.50	9.58	s 10.59
	50.8	7.1	MOMENCE YD...w	4.03 ⁵⁴	4.26	6.03	6.49						
	57.9	2.2	WICHERT		f 4.19								
DN	60.1	4.1	ST. ANNE	3.53	s 4.16	5.52	6.37	9.40	12.09	1.57	s 5.39	9.50	10.45
	64.2	3.5	PAPINEAU...w		f 4.07		6.32	9.36	12.05		5.33		10.40
	67.7	3.8	MARTINTON		f 4.01					1.51	5.29		
	71.5	6.0	PITWOOD		f 3.56								
DN	77.5	2.1	WATSEKA	3.35	s 3.46	5.34	s 6.15	9.23	s 11.50	s 1.43	s 5.19	9.36	s 10.26
N	79.6	2.2	COALER...c&w	3.31	3.38	5.29	6.07	9.21	11.42	1.40	5.13	9.33	10.16
	81.8	0.8	WOODLAND				c 6.02						
DN	82.6	5.5	WOODLAND JCT.	3.22	3.29	5.18	5.59	9.18	11.35	1.33 ²¹	5.06	9.27	10.09
D	88.1	1.0	MILFORD	3.16		5.12	f 5.54	9.13 ⁷⁰	s 11.30		s 5.01		10.05
	89.1	3.6	MILFORD JCT.			4.53					4.34	9.05	
	92.7	1.5	CISSNA JCT.								4.30		9.37
D	94.2	5.0	WELLINGTON...w	3.11		5.06	c 5.45	9.06	11.21		4.53		10.00
DN	99.2	6.0	HOOPESTON	3.06		5.01	s 5.40	9.01	s 11.15		s 4.47	9.12	s 9.54
	105.2	1.9	ROSSVILLE				c 5.30				s 4.38		
	107.1	4.1	ROSSVILLE JCT...w	2.58		4.53					4.34	9.05	
	111.2	3.1	ALVIN				5.23	8.49	11.00		4.30		9.37
D	114.3	4.1	BISMARCK			4.46							
	118.4	4.6	WEST NEWELL										
DN	123.0	0.2	NORTH YARD	2.40		4.37	5.11	8.38	10.46		4.16	8.51	9.26
	123.2	0.2	DANVILLE	s 2.39		s 4.36	s {5.10 5.00	s 8.37	s 10.45		s {4.15 4.06	s 8.50	s {9.25 9.14
DN	123.4	1.4	CORY	2.24		4.21	4.59	8.31	10.38		4.05	8.47	9.13
	124.8	1.0	OAKLAWN										
DN	125.8	0.7	WALZ	2.20		4.15	4.55	8.28	10.34		4.01	8.44	9.10
	126.5		BREWER...w	2.19		4.14	4.54	8.27	10.33		4.00	8.43	9.09
				AM	AM	AM	AM	AM	AM	PM	PM	PM	PM
				LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE

DANVILLE instead of Brewer is district initial-terminal station for through first class schedules on Danville and Evansville Districts. See time of Westville District trains on page 16 as applying at North Yard and Danville.

For information only, No. 98, see page 30

DANVILLE DISTRICT—Northward

Siding Car Capacity	Station Numbers	Distance between Stations	TIME TABLE No. 29 June 30, 1946	SECOND CLASS					THIRD CLASS			
				64	54	60	58	62	52	70	74	72
				Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Local Freight	Local Freight	Local Freight
				Daily	Daily	Daily	Daily	Daily	Daily	Monday, Wednesday, Friday	Monday, Wednesday, Friday	Tuesday, Thursday, Saturday
			ARRIVE AM	ARRIVE AM	ARRIVE PM	ARRIVE PM	ARRIVE AM	ARRIVE AM	ARRIVE AM	ARRIVE PM		
	0	16.9	CHICAGO				11.30	3.15				
		1.1	DOLTON JCT.	Between Yard Center and Chicago trains will use C&WI current time table. See rule 1 page 23.								
	18	1.5	YARD CENTER.....w	5.30	6.00	1.30	9.30	1.05	4.30		3.30	
	19	0.6	SOUTH HOLLAND									
	20	1.6	THORNTON JCT.	4.45	5.20	1.00	9.00	12.40	4.05			
	22	1.7	THORNTON									
	23	3.2	GLENWOOD									
	27	0.2	CHICAGO HEIGHTS	4.35	4.55	12.50	8.45	12.21				
		0.2	M. C. TOWER									
		0.8	JAY TOWER.....w									
		1.0	HEIGHTS YARD	4.32	4.50	12.41 ⁸⁸	8.41	12.16	3.45		2.45	
	29	1.6	STEGER									
	30	2.1	CRETE									
100	34	1.7	N. E. TOWER	4.22 ⁹⁰	4.40	12.22	8.34	12.06	3.25		2.22 ²²	
	38	3.4	GOODENOW									
	41	3.7	SOLLITT									
85	45	5.0	GRANT PARK			12.04			3.05		1.30	
		0.2	M. G. TOWER	3.37	4.09	11.35	8.06	11.26	2.45			
	50	0.9	MOMENCE								12.18 ⁸⁸	
115	51	7.1	MOMENCE YARD...w	3.35	4.03 ⁹⁰	11.30	8.04	11.23	2.30			
	58	2.2	WICHERT									
86	60	4.1	ST. ANNE	3.22	3.32	11.08 ⁷²	7.50	11.00	2.10		11.08 ⁶⁰	
	64	3.5	PAPINEAU.....w			11.02						
	68	3.8	MARTINTON			10.55						
78	72	6.0	PITTWOOD			10.50						
	77	2.1	WATSEKA	2.55	3.02	10.40	7.15	10.39	1.40	11.00	11.10	
87	80	2.2	COALER.....c&w	2.49	2.54	10.30 ⁷⁰	7.06	10.31	1.30	10.30 ⁶⁰		
	82	0.8	WOODLAND								10.31	
	83	5.5	WOODLAND JCT.	2.34	2.39	10.10	6.49	10.11	1.10		10.21	
	88	1.0	MILFORD		2.19		6.42		1.00	9.13 ⁹²		
	89	3.6	MILFORD JCT.						9.00			
	93	1.5	CISSNA JCT.									
118	94	5.0	WELLINGTON.....w		2.07				12.45			
	99	6.0	HOOPESTON		1.57		6.28		12.35	8.30		
106	107	1.9	ROSSVILLE						7.50			
90	107	4.1	ROSSVILLE JCT.....w		1.45		6.15		12.18			
	111	3.1	ALVIN		1.37				12.10			
	114	4.1	BISMARCK		1.32				12.03	7.25		
	118	4.6	WEST NEWELL		1.24				11.55			
	123	0.2	NORTH YARD		1.12		5.40		11.45	7.10		
	123	0.2	DANVILLE		1.11							
		1.4	CORY		1.10		5.38		11.40			
125		1.0	OAKLAWN		1.05							
		0.7	WALZ				5.33		11.35			
126			BREWER.....w		1.00		5.30		11.30	7.00		
				AM	AM	AM	PM	PM	PM	AM	AM	
				LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	

DANVILLE instead of Brewer is district initial-terminal station for through first class schedules on Danville and Evansville Districts. See time of Westville District trains on page 16 as applying at North Yard and Danville.

EVANSVILLE DISTRICT—Southward

Train Order Stations	Distance from Chicago	Distance between Stations	TIME TABLE		FIRST CLASS									
			No. 29		91	95	9	99	1	89	93	97		
			June 30, 1946		Dixie Flyer Mail	Dixie Flyer	Evansville Passenger	Dixie Flagler	Mail and Express	Dixie Express	Dixie Limited	Dixie Mail		
STATIONS			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
			LEAVE AM	LEAVE AM	LEAVE AM	LEAVE AM	LEAVE PM	LEAVE PM	LEAVE PM	LEAVE PM	LEAVE PM			
	126.5		BREWER.....w	1.07	2.23	3.26	10.11	12.53	3.56	6.02	9.56			
	128.9	2.4	RILEYSBURG.....					12.56						
	131.0	2.1	GESSIE.....					f 1.00						
	134.3	3.3	PERRYSVILLE.....					s 1.05						
	136.9	2.6	DICKASON.....	1.17	2.33	3.37		1.08						
DN	141.1	4.2	CAYUGA.....	1.21	2.38	c 3.42	10.24	s 1.15	4.10	6.16	10.09			
	143.7	2.6	WALNUT GROVE.....w											
	146.9	3.2	NEWPORT.....	1.27	2.44	3.49	10.30	s 1.24			10.15			
	149.7	2.8	DANA STORAGE.....						4.20	6.20				
	153.3	3.6	MONTEZUMA.....					s 1.35						
DN	154.6	1.3	HILLSDALE.....	1.36	2.54	4.01	10.39	c 1.38	4.25	6.31	10.24			
	162.2	7.6	JACKSON.....w	1.44	3.02			1.46						
DN	162.9	0.7	CLINTON.....	1.45	3.03	s 4.13	10.48	s 1.53	s 4.37	6.39	c 10.32			
	167.3	4.4	ATHERTON.....	1.52	3.10 ⁹⁴	4.20	10.55	1.58	4.44	6.45				
DN	171.9	4.6	OTTER CREEK JCT....	1.57	3.15	4.25	10.59 ⁷⁹	2.04	4.49	6.49	10.43 ⁵⁴			
	173.8	1.9	DEWEY.....	1.59	3.18	4.27		2.06			10.46			
DN	176.5	2.7	HALEY.....	2.02	3.21	4.30	11.03	2.09	4.54		10.49			
	177.3	0.8	LOCUST STREET.....							6.54				
DN	177.5	0.2	TERRE HAUTE.....	s {2.05 2.20	s {3.24 3.34 ⁹⁶	s {4.33 4.58	s 11.05	s {2.12 ³⁶⁰ 2.40	s {4.57 5.02	s {6.56 7.01	s {10.52 11.02			
	178.3	0.8	POPLAR STREET.....w	2.22	3.36	5.00		2.42 ⁵⁸			11.04			
DN	180.2	1.9	BAKER.....	2.24	3.38	5.02		2.45 ^s	5.05	7.04	11.07			
DN	181.6	1.4	SPRING HILL.....	2.27 ⁹⁴	3.40	5.04	11.10	2.48	5.07	7.06	11.09			
	189.0	7.4	PIMENTO.....	2.37	3.47	5.12	11.17	c 2.56	5.15	7.13	11.17			
	192.2	3.2	SEIFERT.....	2.41	3.50	5.15	11.20	3.00	5.18	7.16 ¹⁰	11.20			
DN	192.9	0.7	FARMERSBURG.....					s 3.04						
D	198.4	5.5	SHELBURN.....	2.46		5.20		s 3.12	5.24	7.21 ⁹⁸				
DN	203.7	5.3	SULLIVAN.....c&w	2.58 ⁹⁶	4.06	s 5.30	11.33	s 3.23	s 5.36	7.26 ⁵¹	11.33			
	209.3	5.6	PAXTON.....	3.04	4.13	5.40	11.38	c 3.36	5.42	7.31	11.39			
DN	213.3	4.0	CARLISLE.....	3.09	4.17	c 5.44	11.41	s 3.41	5.46	7.35	11.43			
DN	220.0	6.7	OAKTOWN.....	3.16	4.25	5.51	11.47 ³⁶⁰	s 3.52	5.52	7.41	11.50			
DN	224.7	4.7	EMISON.....	3.21	4.30	5.56	11.51	f 4.00	5.56	7.46	11.58 ⁹⁰			
	229.6	4.9	SMITH.....	3.27	4.36	6.01	11.56	4.07	6.02	7.52	12.04			
	234.7	5.1	VINCENNES.....	s 3.33	s 4.41	s 6.08 ⁵²	s 12.02	s 4.13	s 6.12 ¹⁰	s 7.59	s 12.10			
DN	236.4	1.7	ALICE.....w	3.45	4.50	6.25 ⁹²	12.05	4.48	6.20	8.05	12.21			
	241.0	4.6	PURCELL.....	3.50	4.55	6.30	12.09	4.54	6.25	8.10	12.26			
	246.4	5.4	DECKER.....	3.56	5.01 ⁵²	6.36	12.15	s 5.01	6.32 ⁹⁸	8.15 ⁵⁴	12.33			
D	248.8	2.4	HAZLETON.....	4.01	5.07	6.41	12.20	s 5.06	6.41	8.20	12.38			
	252.7	3.9	MILLER.....	4.06	5.12	6.47	12.25 ⁵⁸	5.12	6.51	8.25	12.45 ⁹⁴			
	255.5	2.8	PATOKA.....					s 5.16						
	258.4	2.9	GIBSON.....	4.12 ⁵²	5.19 ⁵⁵	6.54	12.32 ³⁶¹	5.22 ¹⁰	6.57	8.30	12.51			
DN	259.1	0.7	PRINCETON.....	4.13	5.20	s 7.08	12.33	s 5.42	s 6.58	8.31	s 1.00			
	262.9	3.8	KING.....	4.18	5.26	7.12	12.37	5.47	7.03	8.36	1.06			
	265.4	2.5	MT. VERNON JCT....w											
DN	266.7	1.3	FORT BRANCH.....	4.23	5.30	c 7.17	12.41 ⁵³	s 5.56	7.08	8.42	1.18			
D	269.8	3.1	HAUBSTADT.....	4.27	5.33	7.25 ⁸⁸	12.44	f 6.04 ⁹⁸	7.11	8.45	1.25 ⁹⁶			
	276.5	6.7	INGLE.....	4.34	5.40 ⁹²	7.33	12.51 ^s	c 6.10	7.18	8.52	1.33			
DN	283.8	7.3	WANSFORD.....	4.41	5.47	7.40 ³⁶⁰	12.58	c 6.20	7.25	8.59	1.40			
	284.6	0.8	BELT YARD.....											
	285.9	1.3	UNION TRACK JCT....	4.45	5.50	7.43	1.02	6.25	7.29	9.02	1.43			
DN	287.3	1.4	EVANSVILLE.....	4.55	6.00	7.55	1.13	6.35	7.45	9.15	2.00			
				AM	AM	AM	PM	PM	PM	PM	AM			
				ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE			

DANVILLE instead of Brewer is district initial-terminal station for through first class schedules on Danville and Evansville Districts.
 CLINTON—Train orders and time of trains apply at end of double track.
 POPLAR STREET—Train orders and time of trains apply at the second crossover to East track south of Poplar Street. East track extends from second crossover south of Poplar Street to Baker.
 BELT YARD—Train orders and time of trains apply at the main track switch, 900 ft. north of Morgan Ave., where trains leave and enter the yard.
 For information only, No. 99, see page 30.

EVANSVILLE DISTRICT—Southward

Siding Car Capacity	Station Numbers	Distance between Stations	TIME TABLE No. 29 June 30, 1946 STATIONS	SECOND CLASS						THIRD CLASS						
				55	57	51				53	79	361				
				Through Freight	Through Freight	Through Freight				Through Freight	Local Freight	Local Freight				
				Daily	Daily	Daily				Daily	Daily Ex. Sunday	Daily Ex. Sunday				
				LEAVE AM	LEAVE AM	LEAVE PM				LEAVE AM	LEAVE AM	LEAVE AM				
	126		BREWER.....W	1.15	2.45	4.35				6.00	6.45					
	129	2.4	RILEYSBURG.....													
	131	2.1	GESSIE.....													
	134	3.3	PERRYSVILLE.....													
	137	2.6	DICKASON.....													
	141	4.2	CAYUGA.....	1.34	3.05	4.55				6.25						
	144	2.6	WALNUT GROVE.....W													
	147	3.2	NEWPORT.....			5.04										
	149	2.8	DANA STORAGE.....													
	153	3.6	MONTEZUMA.....													
	155	1.3	HILLSDALE.....	1.53	3.25	5.15				6.45						
73	162	7.6	JACKSON.....W													
	163	0.7	CLINTON.....	2.04	3.38	5.26				7.00	10.30					
87	167	4.4	ATHERTON.....	2.12	3.53 ⁹⁶	5.35					10.45					
56	172	4.6	OTTER CREEK JCT....	2.18	4.03	5.41				7.20	10.59 ⁹⁹					
111	174	1.9	DEWEY.....	2.21						7.38 ⁹²						
		2.7	HALEY.....	2.24	4.10	5.48				7.49	12.10					
	177	0.8	LOCUST STREET.....									7.00				
	178	0.2	TERRE HAUTE.....													
	179	0.8	POPLAR STREET.....W	2.34 ⁹¹						7.55						
56	180	1.9	BAKER.....	2.50	4.20	6.12				8.15		7.23 ⁹²				
85	182	1.4	SPRING HILL.....	2.55	4.24	6.16				8.20 ⁵²		7.30				
93	189	7.4	PIMENTO.....	3.07	4.37	6.26				8.40		7.40				
69	192	3.2	SEIFERT.....	3.20 ⁹⁶	4.42	6.31				9.03 ⁸⁸		7.50 ⁵²				
	193	0.7	FARMERSBURG.....													
55	199	5.5	SHELBURN.....	3.27	4.52	6.38				9.10		8.05				
131	204	5.3	SULLIVAN.....C&W	3.40	5.10	6.55 ¹⁰ 7.26 ⁹⁸ 7.26 ⁹³				9.23		8.45 ⁸⁸				
62	209	5.6	PAXTON.....	3.47	5.17	7.36				9.46		9.00				
77	214	4.0	CARLISLE.....	3.51	5.23	7.42				9.51		9.15				
77	220	6.7	OAKTOWN.....	4.01	5.30	7.50				10.05		9.30				
76	225	4.7	EMISON.....	4.07	5.36	7.56				10.15		9.45				
80	229	4.9	SMITH.....	4.14	5.43	8.03				10.25		9.55				
72	235	5.1	VINCENNES.....	4.20	5.49 ⁵²	8.10				10.35		10.05				
148	236	1.7	ALICE.....W	4.35	5.59	8.15				10.55 ³⁶⁰ 10.55 ³⁶¹		10.10 ³⁶⁰ 10.55 ⁵³				
41	241	4.6	PURCELL.....	4.42	6.05	8.22				11.05		11.10				
62	246	5.4	DECKER.....	4.49 ⁵²	6.15 ⁹²	8.30 ⁵⁴				11.15		11.20				
37	248	2.4	HAZLETON.....	4.54	6.22	8.38				11.25		11.30				
63	252	3.9	MILLER.....	5.00	6.28	8.44				11.35		11.40				
	255	2.8	PATOKA.....									11.50				
77	258	2.9	GIBSON.....	5.19 ⁹⁵	6.35	8.51				11.45		12.00 ⁵⁸ 1.14 ⁹⁹ 1.14 ⁸				
	259	0.7	PRINCETON.....									1.30				
60	263	3.8	KING.....	5.31	6.42	9.01				12.03 ⁵⁸		1.55				
	266	2.5	MT. VERNON JCT....W													
59	267	1.3	FORT BRANCH.....	5.51 ⁹²	6.47	9.07				12.41 ⁹⁹ 1.02 ⁸		2.10				
32	270	3.1	HAUBSTADT.....	5.57	6.51					1.10		2.16				
65	276	6.7	INGLE.....	6.07	7.01	9.20				1.20		2.30				
84	284	7.3	WANSFORD.....	6.17	7.10 ⁸⁸	9.30				1.30		2.40				
	285	0.8	BELT YARD.....	7.00	8.00	10.00				1.40		2.50				
		1.3	UNION TRACK JCT....													
	287	1.4	EVANSVILLE.....													
				AM ARRIVE	AM ARRIVE	PM ARRIVE				PM ARRIVE	PM ARRIVE	PM ARRIVE				

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 BELT YARD—Train orders and time of trains apply at the main track switch, 900 ft. north of Morgan Ave., where trains leave and enter the yard.

EVANSVILLE DISTRICT—Northward

Train Order Stations	Distance from Chicago	Distance between Stations	TIME TABLE No. 29 June 30, 1946		FIRST CLASS							
					96	92	88	8	10	98	90	94
					Nashville Chicago Passenger	Dixie Limited	Dixie Express	Chicago Express	Chicago Passenger	Dixie Flagler	Dixie Flyer Mail	Dixie Flyer
STATIONS			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
			ARRIVE AM	ARRIVE AM	ARRIVE AM	ARRIVE PM	ARRIVE PM	ARRIVE PM	ARRIVE AM	ARRIVE AM		
.....	126.5	2.4	BREWER.....w	4.54	8.27	10.33	4.00	9.09	8.43	2.19	4.14	.....
.....	128.9	2.1	RILEYSBURG.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	131.0	3.3	GESSIE.....	4.49	8.23	10.28	3.54	9.05	8.39	.....	4.08	.....
.....	134.3	2.6	PERRYSVILLE.....	.....	.....	.....	.....	.....	.....	2.10	4.04	.....
.....	136.9	4.2	DICKASON.....	.....	8.18	10.22 ⁷⁸	.....	.....	.....	.....	.....	.....
DN	141.1	2.6	CAYUGA.....	4.37	8.14	10.18	f 3.44	s 8.55	8.30	2.02	3.56	.....
.....	143.7	3.2	WALNUT GROVE.....w	4.33	8.11	10.15	3.38	8.50	.....	1.59	3.52	.....
.....	146.9	3.2	NEWPORT.....	.....	8.08	10.06	3.30	s 8.45	.....	1.49	3.41	.....
.....	149.7	3.8	DANA STORAGE.....	4.24	.....	.....	.....	.....	.....	.....	.....	.....
.....	153.3	1.6	MONTEZUMA.....	.....	.....	.....	.....	s 8.34	.....	.....	.....	.....
DN	154.6	7.6	HILLSDALE.....	4.12	7.59	9.55	3.21	8.31	.....	1.38	3.29	.....
.....	162.2	0.7	JACKSON.....w	4.02	7.51	9.47 ⁵²	3.13	8.23	.....	.....	3.20	.....
DN	162.9	4.4	CLINTON.....	c 4.01	7.50	c 9.45	s 3.12	s 8.22	8.03	1.29	3.18	.....
.....	167.3	4.6	ATHERTON.....	3.53 ⁵⁷	7.44	9.37	3.06	8.12	.....	1.22	3.10 ⁹⁵	.....
DN	171.9	1.9	OTTER CREEK JCT....	3.48	7.40	9.32	3.01	8.08	7.52	1.18	3.01	.....
.....	173.8	2.7	DEWEY.....	3.45	7.38 ⁵³	9.30	2.59	8.06	.....	.....	2.57	.....
DN	176.5	0.8	HALEY.....	3.42	7.36 ⁵³	9.27	2.57	8.03	.....	1.13	2.54	.....
.....	177.3	0.2	LOCUST STREET.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
DN	177.5	0.8	TERRE HAUTE.....	s {3.39 ^{95}} 3.34	s {7.34 7.28	s {9.25 9.20	s {2.55 2.49	s {8.00 ^{98}} 7.40	s 7.45 ^{108}}	{ 1.10 12.50	s {2.50 2.35	.....
.....	178.3	1.9	POPLAR STREET.....w	.....	.....	9.18	2.47 ^{58}}	.....	.....	12.48	2.34 ^{55}}	.....
DN	180.2	1.4	BAKER.....	3.31	7.23 ^{361}}	9.15	2.45 ^{1}}	7.30	7.40	.....	2.29	.....
DN	181.6	7.4	SPRING HILL.....	3.29	7.21	9.13	2.43	7.28	7.38	12.44	2.27 ^{91}}	.....
.....	189.0	3.2	PIMENTO.....	3.23	7.15	9.06	2.37	7.21	.....	12.37	2.18	.....
.....	192.2	0.7	SEIFERT.....	3.20 ^{55}}	7.12	9.03 ^{53}}	2.34	7.16 ^{93}}	7.28	12.34	2.13	.....
DN	192.9	5.5	FARMERSBURG.....	.....	.....	.....	.....	7.12	.....	.....	.....	.....
D	198.4	5.3	SHELBURN.....	3.13	7.07	8.57	2.29	7.07	7.21 ^{93}}	.....	2.05	.....
DN	203.7	5.6	SULLIVAN.....c&w	c 2.58 ^{91}}	7.02	s 8.45 ^{361}}	s 2.18	s 6.55 ^{51}}	7.16 ^{51}}	12.22	1.52	.....
.....	209.3	4.0	PAXTON.....	2.52	6.56	8.37	2.12	6.40	7.10	12.14	1.45	.....
DN	213.3	6.7	CARLISLE.....	2.49	6.53	8.34	2.09	s 6.36	7.06	12.10	1.41	.....
DN	220.0	4.7	OAKTOWN.....	2.42	6.47 ^{52}}	8.28	2.03	c 6.28	7.00	12.03	1.33	.....
DN	224.7	4.9	EMISON.....	2.37	6.43	8.24	1.59	6.23	6.56	11.58 ^{97}}	1.28	.....
.....	229.6	5.1	SMITH.....	2.31	6.37	8.18	1.53	6.17	6.50	11.52	1.22	.....
.....	234.7	1.7	VINCENNES.....	s 2.25	s 6.32	s 8.12	s 1.47	s 6.12 ^{89}}	s 6.44	s 11.46	s 1.15	.....
DN	236.4	4.6	ALICE.....w	2.14	6.25 ^{9}}	8.05	1.40	5.49	6.41	11.33	1.08	.....
.....	241.0	5.4	PURCELL.....	2.08	6.20	8.01	1.35	5.44	.....	.....	1.02	.....
.....	246.4	2.4	DECKER.....	2.02	6.15 ^{57}}	7.55	1.30	5.38	6.32 ^{89}}	11.23	12.56	.....
D	248.8	3.9	HAZLETON.....	1.56	6.10	7.50	1.25	c 5.33	.....	.....	12.51	.....
.....	252.7	2.8	MILLER.....	1.50	6.05	7.45	1.20	5.28	6.21	11.15	12.45 ^{97}}	.....
.....	255.5	2.9	PATOKA.....	.....	.....	.....	.....	c 5.25	.....	.....	.....	.....
.....	258.4	0.7	GIBSON.....	1.44	5.59	7.39	1.14 ^{361}}	5.22 ^{1}}	6.15	11.07	12.38	.....
DN	259.1	3.8	PRINCETON.....	s 1.43	5.58	s 7.36	s 1.12	s 5.19	6.14	11.06	12.37	.....
.....	262.9	2.5	KING.....	1.33	5.54	7.32	1.08	5.00	6.10	11.02	12.31	.....
.....	265.4	1.3	MT. VERNON JCT....w	.....	.....	.....	.....	.....	.....	.....	.....	.....
DN	266.7	3.1	FORT BRANCH.....	1.28	5.51 ^{55}}	7.28	s 1.02 ^{53}}	f 4.57	6.07	10.58	12.27	.....
D	269.8	6.7	HAUBSTADT.....	1.25 ^{97}}	5.48	7.25 ^{9}}	12.58	4.53	6.04 ^{1}}	10.55	12.24	.....
.....	276.5	7.3	INGLE.....	1.18	5.40 ^{35}}	7.18	12.51 ^{99}}	4.47	5.58	10.48	12.17	.....
DN	283.8	0.8	WANSFORD.....	1.10	5.30	7.10 ^{57}}	12.40	4.40	5.52	10.40	12.09	.....
.....	284.6	1.3	BELT YARD.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	285.9	1.4	UNION TRACK JCT....	1.07	5.27	7.07	12.37	4.37	5.49	10.37	12.06	.....
DN	287.3		EVANSVILLE.....	1.00	5.20	7.00	12.30	4.30	5.42	10.30	11.59	.....
				AM	AM	AM	PM	PM	PM	PM	PM	
				LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	

DANVILLE instead of Brewer is district initial-terminal station for through first class schedules on Danville and Evansville Districts.
 CLINTON—Train orders and time of trains apply at end of double track.
 POPLAR STREET—Train orders and time of trains apply at the second crossover to East track south of Poplar Street. East track extends from second crossover south of Poplar Street to Baker.
 BELT YARD—Train orders and time of trains apply at the main track switch, 900 ft. north of Morgan Ave., where trains leave and enter the yard.
 For information only, No. 98, see page 30.

EVANSVILLE DISTRICT—Northward

Siding Car Capacity	Station Numbers	Distance between Stations	TIME TABLE No. 29 June 30, 1946	SECOND CLASS				THIRD CLASS					
				58	54			78	52	360			
				Through Freight	Through Freight			Local Freight	Through Freight	Local Freight			
				Daily	Daily			Daily Ex. Sunday	Daily	Daily Ex. Sunday			
STATIONS				ARRIVE PM	ARRIVE PM			ARRIVE PM	ARRIVE AM	ARRIVE PM			
	126	2.4	BREWER.....w	4.18	11.59			2.45	11.40				
	129	2.1	RILEYSBURG.....										
	131	3.3	GESSIE.....	4.11					11.20				
	134	2.6	PERRYSVILLE.....										
94	137	4.2	DICKASON.....	4.03				{ 11.30 ⁵² 10.22 ⁸⁸	10.55 ⁷⁸				
	141	2.6	CAYUGA.....	3.57	11.30				10.40				
78	144	3.2	WALNUT GROVE.....w	3.53	11.26				10.30				
	147	3.2	NEWPORT.....	3.48	11.21				10.20				
	149	2.8	DANA STORAGE.....										
	153	3.6	MONTEZUMA.....										
	155	7.6	HILLSDALE.....	3.37	11.09				10.05				
58	162	0.7	JACKSON.....w	3.27				8.25	9.47 ⁸⁸				
	163	4.4	CLINTON.....	3.25	10.58			8.14	9.32				
87	167	4.6	ATHERTON.....	3.16	10.50			8.04	9.22				
56	172	1.9	OTTER CREEK JCT....	3.10	10.43 ⁹⁷			7.58	9.15				
111	174	2.7	DEWEY.....	3.07	10.33			7.55	9.10				
		0.8	HALEY.....	3.03	10.30			7.50	9.05				
	177	0.2	LOCUST STREET.....	3.01						2.25			
	178	0.8	TERRE HAUTE.....							2.20 ¹			
	179	1.9	POPLAR STREET.....w	{ 2.47 ⁸ 2.42 ¹	10.25				8.50				
56	180	1.4	BAKER.....	2.35	10.22				8.40	2.10			
85	182	7.4	SPRING HILL.....	2.23	10.18				8.20 ⁵³	2.00			
93	189	3.2	PIMENTO.....	2.14	10.10				7.58	1.45			
69	192	0.7	SEIFERT.....	2.09	10.06				7.50 ³⁶¹	1.37			
	193	5.5	FARMERSBURG.....										
55	199	5.3	SHELBURN.....	2.00	9.59				7.33	1.00			
131	204	5.6	SULLIVAN.....c&w	1.51	9.53				7.25	12.30			
62	209	4.0	PAXTON.....	1.38	9.38				7.05	12.10			
77	214	6.7	CARLISLE.....	1.33	9.33				6.58	12.01			
77	220	4.7	OAKTOWN.....	1.25	9.25				6.47 ⁹²	11.47 ⁹⁹			
76	225	4.9	EMISON.....	1.18	9.19				6.28	11.30			
80	229	5.1	SMITH.....	1.10	9.12				6.18	11.20			
72	235	1.7	VINCENNES.....	1.02	9.01				{ 6.08 ⁹ 5.49 ⁵⁷	11.10			
148	236	4.6	ALICE.....w	12.57	8.56				5.20	{ 10.55 ⁵³ 10.10 ³⁶¹			
41	241	5.4	PURCELL.....	12.45	8.40				5.10	10.00			
62	246	2.4	DECKER.....	12.37	{ 8.30 ⁵¹ 8.15 ⁹³				{ 5.01 ⁹⁵ 4.49 ⁵⁵	9.46			
37	248	3.9	HAZLETON.....	12.31	7.58				4.30	9.31			
63	252	2.8	MILLER.....	12.25 ⁹⁹	7.49				4.23	9.22			
	255	2.9	PATOKA.....							9.15			
77	258	0.7	GIBSON.....	12.10 ³⁶¹	7.42				4.12 ⁹¹	9.02			
	259	3.8	PRINCETON.....							9.00			
60	263	2.5	KING.....	12.03 ⁵³	7.34				3.10	8.25			
	266	1.3	MT. VERNON JCT....w										
59	267	3.1	FORT BRANCH.....	11.58	7.28				2.42	8.10			
32	270	6.7	HAUBSTADT.....	11.53	7.23				2.35	8.05			
65	276	7.3	INGLE.....	11.45	7.15				2.25	7.55			
84	284	0.8	WANSFORD.....	11.35	7.05				2.08	7.40 ⁹			
	285	1.3	BELT YARD.....	11.30	7.00				2.00	7.35			
		1.4	UNION TRACK JCT....										
	287		EVANSVILLE.....										
				AM LEAVE	PM LEAVE			AM LEAVE	AM LEAVE	AM LEAVE			

DANVILLE instead of Brewer is district initial-terminal station for through first class schedules on Danville and Evansville Districts.
 CLINTON—Train orders and time of trains apply at end of double track.
 POPLAR STREET—Train orders and time of trains apply at the second crossover to East track south of Poplar Street. East track extends from second crossover south of Poplar Street to Baker.
 BELT YARD—Train orders and time of trains apply at the main track switch, 900 ft. north of Morgan Ave., where trains leave and enter the yard.

ST. LOUIS DISTRICT—Northward

Siding Car Capacity	Station Numbers	Distance between Stations	TIME TABLE No. 29 June 30, 1946	FIRST CLASS				SECOND CLASS			THIRD CLASS			
				124	24	122	22	60	62	64	574	74	170	164
				Chicago Express	The Silent Knight	Egyptian Zipper	The Zipper	Through Freight	Through Freight	Through Freight	Local Freight	Local Freight	Local Freight	Through Freight
				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Monday, Wednesday, Friday	Monday, Wednesday, Friday	Daily Ex. Sunday	Daily
STATIONS				ARRIVE AM	ARRIVE AM	ARRIVE AM	ARRIVE PM	ARRIVE AM	ARRIVE PM	ARRIVE AM	ARRIVE PM	ARRIVE AM	ARRIVE PM	
	83	4.9	WOODLAND JCT.		3.29		1.33 ²¹	10.10	10.11	2.34		10.21		
83	C 88	4.8	BRYCE		3.24		1.28	10.00	10.02	2.25		10.10		
90	C 92	3.8	GOODWINE		3.19		1.24	9.50 ⁷⁵	9.52	2.18		10.00		
88	C 96	3.7	FOUNTAIN CREEK		3.15			9.42 ⁷⁴	9.45	2.11		9.42 ⁶⁰		
78	C100	3.6	HUSTLE		3.12			9.35	9.38	2.05		9.30		
77	C103	4.6	REILLY		3.09		1.15	9.29	9.28 ⁶³	1.56		9.15		
89	C108	6.2	ELLIS		3.05		1.10	9.20	9.07	1.48		9.00		
90	C114	5.8	GERALD ^w		2.59		1.05	9.10	8.57	1.40 ²³		8.47		
77	C120	5.9	ROYAL		2.54		1.01	8.50	8.48	1.21 ⁶⁵		8.29		
100	C126	3.2	GLOVER		2.49		12.55	8.38	8.37	1.08		8.08		
	C129	7.4	TIPTON									7.55		
80	C136	3.5	BLOCK		2.39		12.46	8.15	8.16	12.51		7.40		
80	C140	4.8	BONGARD		2.35		12.43	8.05	8.08	12.45		7.30		
	C144	0.3	VILLA GROVE JCT.											
	C145	1.2	VILLA GROVE ^w	1.40	s 2.30 2.05	s 11.45	s 12.37 12.17	{ 7.50 6.50	{ 7.55 6.55	{ 12.35 11.55		7.15	4.15	10.40
		2.6	V. E.		2.00	11.33	12.14	6.37	5.52	11.48				10.01
	C149	4.5	WEST RIDGE	1.31	1.57	11.29	12.12		5.42	11.43				
	C153	0.1	TUSCOLA	s 1.25	c 1.52	s 11.22	c 12.07							
64	C154	2.0	T. Y. TOWER	1.23	1.51	11.19		6.27	5.29	11.33				
	C156	3.9	CRAIGS											
	C159	5.3	BOURBON ^w			s 11.11			5.16	11.20				
65	C165	3.7	ARTHUR	s 1.08	c 1.37	s 11.05	c 11.53	6.10	5.06	11.11				
	C168	4.7	CADWELL	f 12.58	1.31	s 10.57			4.58	11.03				
	C173	3.0	CHIPPS											
92	C176	3.4	SULLIVAN ^w	s 12.50	s 1.21	s 10.46	s 11.40	5.55	4.44	10.50				
	C180	4.7	KIRKSVILLE			10.38								
85	C184	1.0	HALL ^{c&w}		1.07	10.31	11.29	5.40	4.26	10.30	1.45			
	C185	0.3	FINDLAY ^w	s 12.28	c 1.02	s 10.28		5.36			1.30			
	C186	6.3	FINDLAY JCT.	12.24	1.01	10.26	11.28	5.35 ⁶⁵	4.23	10.27	1.25		1.45	8.10
84	Y192	2.5	WESTERVELT		12.51 ⁶³		11.22	5.26	4.13	10.16	1.08			
	Y194	5.0	HENTON								12.58			
84	Y199	5.4	DOLLVILLE		12.46		11.15	5.16	3.58	10.04	12.48			
60	Y204	0.4	PANA SIDING ^w		12.39			5.07	3.51 ¹	9.47	12.32			
	Y205	4.4	PANA		s 12.38		s 11.09	5.05	3.45	9.45	12.30			
	Y209	4.0	ROSAMOND											
	Y213	4.7	OHLMAN											
	Y218	4.7	NOKOMIS ^w											
	Y222	4.5	WITT											
	Y227	5.0	IRVING											
	Y232	10.8	HILLSBORO ^{c&w}											
	Y243	9.7	JOAN											
	Y253	13.0	LIVINGSTON ^w											
	Y266	8.6	GARD											
		0.6	HOPKINS											
	Y276	0.6	MITCHELL YARD					3.05	1.15	7.45	7.00			
		0.5	LENOX		11.18									
		2.5	MITCHELL											
	Y279	2.6	NAMEOKI											
	Y282	6.7	GRANITE CITY		c 11.12		9.57							
		2.4	WASHINGTON AVE.		10.53		s 9.43							
	Y290		ST. LOUIS		10.45		9.35							
				AM	PM	AM	AM	AM	PM	PM	AM	AM	PM	PM
				LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE

Between Pana and Granite City trains will use Big 4 current time table.
Between Granite City and St. Louis use TRRA current time table and instructions.
See Rule 3—Page 23.

VILLA GROVE JCT.—See time of Westville District trains on page 16 as applying at Villa Grove Jct.
FINDLAY JCT.—Train orders and time of trains apply at end of double track.
No. 74 will handle milk and express.
No. 574 will handle milk and express to and from stations Pana to Findlay inclusive, except Henton.

SALEM DISTRICT—Southward

Train Order Stations	Distance from Chicago	Distance between Stations	TIME TABLE No. 29 June 30, 1946	FIRST CLASS			THIRD CLASS				
				125	123	121	163	163	175	173	181
				Passenger Equipment	So. Ill. Express	Egyptian Zipper	Through Freight	Local Freight	Local Freight	Local Freight	Mixed
STATIONS			Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	
			LEAVE AM	LEAVE AM	LEAVE PM	LEAVE AM	LEAVE AM	LEAVE AM	LEAVE AM	LEAVE AM	
DN	185.5		FINDLAY JCT.		3.47	4.17	2.11			8.15	
.....	192.8	7.3	FAIR GROUND	w	3.57	4.27	2.26			8.31	
.....	193.9	1.1	SHELBYVILLE		s 4.02	s 4.31					
.....	198.4	4.5	BAXTER			4.37					
.....	200.1	1.7	CLARKSBURG		4.14	f 4.43				10.01 ¹²² 172	
DN	204.5	4.4	MODE		s 4.26	s 4.45	3.02			10.25	
.....	208.1	3.6	HOLLAND			f 4.53					
.....	212.9	4.8	MOCCASIN		4.37	f 4.59	3.14				
DN	218.9	6.0	ALTAMONT		s 4.55	s 5.12	3.29				
DN	224.4	5.5	S. X. TOWER	w	5.03	5.20	3.39			12.30	
.....	224.6	0.2	ST. ELMO		s 5.07	s 5.22					
.....	229.7	5.1	ST. JAMES		5.14	s 5.31	3.50				
D	233.2	3.5	LOOGOOTEE		s 5.21	s 5.37					
D	235.7	2.5	ST. PETER		s 5.26	s 5.42	4.02				
.....	242.4	6.7	KINMUNDY		s 5.37	s 5.53					
DN	242.7	0.3	K. J. TOWER		5.38	5.56 ¹⁶⁴	4.14				
.....	248.2	5.5	BRUBAKER		5.44	6.04	4.23				
DN	252.1	3.9	SALEM YARD	w	6.03	{ 6.10 6.20	4.35	7.15	8.35	2.20	
.....	253.8	1.7	SALEM		s 6.15	s 6.26					
DN	254.1	0.3	S. A. TOWER		6.17	6.27		7.20			
.....	260.0	5.9	CARTTER		f 6.27	s 6.36					
D	263.3	3.3	KELL		s 6.33	s 6.42		7.38			
.....	267.2	3.9	TEXICO		f 6.39	s 6.48		7.58 ¹²²			
.....	275.7	8.5	MT. VERNON	w	s 6.49	s 7.03		8.17	12.32 ¹⁶⁴ 174		
DN	276.2	0.5	V. N. TOWER		7.02	7.05		8.20 ¹⁷⁴			
.....	283.7	7.5	BONNIE		7.11	f 7.17					
D	287.2	3.5	INA		s 7.23 ¹²²	s 7.24		8.40			
.....	291.7	4.5	WHITTINGTON		s 7.30	s 7.32					
DN	298.0	6.3	BENTON		s 7.41 ¹⁷⁴	s 7.43		9.01	1.50		
DN	305.0	7.0	WEST FRANKFORT	c&w	s 8.03	s 8.05		9.25	2.45		
DN	310.7	5.7	JOHNSTON CITY		s 8.13	s 8.15					
.....	311.3	0.6	BARLOW		8.15	8.17 ¹²⁴					
DN	316.6	5.3	MARION		s 8.27	s 8.29					
.....	316.9	0.3	MARION SIDING		8.28	8.31		10.32 ¹⁶⁴			
.....	321.8	4.9	HUDGENS		8.35	8.37					
DN	324.0	2.2	NEILSON		f 8.38	f 8.41		10.53			
DN	329.3	5.3	GOREVILLE	w	s 8.53	s 8.55		11.13			
.....	334.0	4.7	OMAR		9.03	9.03					
.....	336.4	2.4	BUNCOMBE		c 9.08	c 9.08					
.....	339.7	3.3	WEST VIENNA		s 9.16	f 9.13		11.59			
DN	339.8	0.1	W. V. TOWER			9.15					
.....	340.8	1.0	BRUCE		9.18	9.19					
D	345.3	4.5	CYPRESS	c&w	s 9.28 ¹⁶⁴	9.35		12.11		5.30	
.....	347.6	2.3	JOPPA JCT.		9.38					5.45	
.....	351.1	3.5	PERKS	w	c 9.43						
.....	356.5	5.4	ULLIN		s 10.02						
DN	362.8	6.3	TAMMS		s 10.16			12.57			
D	369.3	6.5	OLIVE BRANCH		s 10.30						
D	378.0	8.7	THEBES	w	11.01			1.32			
.....	379.7	1.7	GALE JCT.								
.....	380.3	0.6	NORTH JCT.								
DN	394.4	14.1	CHAFFEE					3.20			
					AM ARRIVE	AM ARRIVE	PM ARRIVE	AM ARRIVE	PM ARRIVE	PM ARRIVE	

FINDLAY JCT.—Train orders and time of trains apply at end of double track.
 SALEM YARD—Train orders and time of southward trains apply at train order signal.
 CYPRESS—Train orders for and time of No's 121, 180 and 181 apply at train order signal. No. 180 will pull by train order signal to discharge passengers on station platform. No. 125 authorized to leave without Blank A.
 THEBES—Train orders and time of trains apply at station.
 No. 125 will lose right and schedule when one hour late.

SALEM DISTRICT—Northward

Siding Car Capacity	Station Numbers	Distance between Stations	TIME TABLE		FIRST CLASS		THIRD CLASS						
			No. 29		122	124	164	180	174	164	172		
			June 30, 1946		Egyptian Zipper	Chicago Express	Through Freight	Mixed	Local Freight	Local Freight	Local Freight		
			STATIONS	Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily Ex. Sunday			
				ARRIVE AM	ARRIVE AM	ARRIVE PM	ARRIVE AM	ARRIVE PM	ARRIVE PM	ARRIVE PM			
	C186	7.3	FINDLAY JCT.	10.26	12.24	8.10							
75	C193	1.1	FAIR GROUND	10.16	12.13	7.57				2.45			
	C194	4.5	SHELBYVILLE	10.14	12.11					2.05			
	C198	1.7	BAXTER										
75	C200	4.4	CLARKSBURG	10.01	11.57					10.01			
68	C205	3.6	MODE	9.53	11.50	7.15				9.40			
	C208	4.8	HOLLAND	9.47									
83	C213	6.0	MOCCASIN	9.41	11.36	6.55							
75	C219	5.5	ALTAMONT	9.29	11.24								
60	C223	0.2	S. X. TOWER	9.21	11.17	6.37				8.03			
	C224	5.1	ST. ELMO	9.19	11.15								
75	C230	3.5	ST. JAMES	9.09	11.05	6.19							
	C233	2.5	LOGOOTE	9.03	11.00								
75	C236	6.7	ST. PETER	8.57	10.55	6.08							
	C242	0.3	KINMUNDY	8.47	10.45								
72		5.5	K. J. TOWER	8.45	10.42	5.56				7.25			
	C248	3.9	BRUBAKER	8.38									
	C252	1.7	SALEM YARD	8.33	10.30	5.25		3.00	2.10	7.01			
	C254	0.3	SALEM	8.23	10.20								
103		5.9	S. A. TOWER	8.19	10.14				2.05				
	C260	3.3	CARTTER	8.10	10.03								
95	C263	3.9	KELL	8.04	9.57								
76	C267	8.5	TEXICO	7.58	9.49								
71	C276	0.5	MT. VERNON	7.45	9.34			12.32	12.32				
		7.5	V. N. TOWER					8.20	12.01				
	C284	3.5	BONNIE	7.30	9.15								
96	C287	4.5	INA	7.23	9.08								
	C292	6.3	WHITTINGTON	7.15	8.57				11.40				
73	C298	7.0	BENTON	7.04	8.50			7.41	11.20				
69	C305	5.7	WEST FRANKFORT	6.42	8.31			7.00	11.00				
	C311	0.6	JOHNSTON CITY	6.30	8.19								
75	C312	5.3	BARLOW	6.27	8.17								
	C317	0.3	MARION	6.20	8.00								
75	C318	4.9	MARION SIDING	6.17	7.55				10.32				
	C322	2.2	HUDGENS	6.12	7.43								
	C324	5.3	NEILSON	6.08	7.38				10.22				
75	C329	4.7	GOREVILLE	6.00	7.28				10.12				
74	C333	2.4	OMAR	5.50	7.18				10.01				
	C336	3.3	BUNCOMBE	5.46	7.12								
	C340	0.1	WEST VIENNA	5.40	7.04								
		1.0	W. V. TOWER	5.39									
64	C341	4.5	BRUCE	5.37	7.02								
75	C345	2.3	CYPRESS	5.30	6.55		9.15		9.28				
	C348	3.5	JOPPA JCT.	5.20	6.45		9.05						
	C351	5.4	PERKS		6.37				9.04				
75	C357	6.3	ULLIN		6.24				8.50				
75	C363	6.5	TAMMS		6.10				8.35				
33	C369	8.7	OLIVE BRANCH		5.55								
	C378	1.7	THEBES		5.40				8.01				
		0.6	GALE JCT.										
		14.1	NORTH JCT.										
	C394		CHAFFEE						7.15				
				AM LEAVE	PM LEAVE	PM LEAVE	AM LEAVE	AM LEAVE	AM LEAVE	AM LEAVE			

FINDLAY JCT.—Train orders and time of trains apply at end of double track.
 SALEM YARD—Train orders and time of southward trains apply at train order signal.
 CYPRESS—Train orders for and time of No's 121, 180 and 181 apply at train order signal. No. 180 will pull by train order signal to discharge passengers on station platform. Joppa Jet.—No. 122 authorized to leave without Blank A.
 THEBES—Train orders and time of trains apply at station. No. 124 authorized to leave without Blank A.

Southward—WESTVILLE DISTRICT—Northward

THIRD CLASS		FIRST CLASS			Train Order and Block Stations	Distance from Chicago	Distance between Stations	TIME TABLE		Station Numbers	Siding Car Capacity	FIRST CLASS		THIRD CLASS	
41	77	‡239	121	‡237				No. 29				122	‡238	40	76
Local Freight	Local Freight	Miner Train	Egyptian Zipper	Miner Train				June 30, 1946				Egyptian Zipper	Miner Train	Local Freight	Local Freight
Tuesday, Thursday, Saturday	Daily Ex. Sunday	Daily Ex. Sunday and Holidays	Daily	Daily Ex. Sunday and Holidays	STATIONS		Daily	Daily Ex. Sunday and Holidays	Tuesday, Thursday, Saturday	Daily Ex. Sunday					
LEAVE AM	LEAVE AM	LEAVE PM	LEAVE PM	LEAVE AM						ARRIVE PM	ARRIVE PM	ARRIVE AM	ARRIVE PM		
			12.40			123.2		DANVILLE.....	123		2.15				
	7.10		12.43		DNB	123.0	0.2	NORTH YARD..... w	123		2.11		1.25		
	7.15		12.45	5.40		123.6	0.6	RILEY TRACK.....			2.09	5.00	1.20		
	7.30		s12.55 ⁷⁶	s 5.57	DB	128.8	5.2	GRAPE CREEK.....	W129	38	s 1.59	s 4.42	12.55 ¹²¹		
	7.45		s 1.07	s 6.10		132.4	3.6	WESTVILLE.....	W132		s 1.49	s 4.30	12.25		
	7.55		1.08	6.11	DNB	132.8	0.4	W. R. TOWER.....			1.45	4.28	12.20		
		4.00	1.13			136.1	3.3	PEABODY JCT.....			1.40		11.52		
		4.05	1.14	6.45		136.8	0.7	BUNSEN SWITCH.....			1.39	4.20			
	8.15		s 1.22		D	142.1	5.3	INDIANOLA.....	W142	48	s 1.32		11.40		
			1.26			145.3	3.2	SCONCE.....			1.28				
9.01	8.27		1.27 ¹²²			145.6	0.3	SIDELL JCT..... w			1.27 ¹²¹	9.20	11.27		
9.04	8.40		s 1.31		D	146.5	0.9	SIDELL.....	W146		s 1.20	9.15	11.25		
	8.50		1.35			150.1	3.6	HASTINGS.....	W150		1.11		11.10		
	9.00		s 1.39		D	152.6	2.5	ALLERTON.....	W153		s 1.08		11.05		
	9.10		s 1.43		D	155.7	3.1	BROADLANDS.....	W156		s 1.03		10.56		
	9.20		s 1.50		D	159.7	4.0	LONGVIEW.....	W160		s12.58		10.46		
	9.30		f 1.54		D	161.9	2.2	FAIRLAND.....	W162		f12.52		10.41		
	9.37		1.59			164.9	3.0	VILLA GROVE JCT....	C144		12.47		10.35		
	9.55		s 2.05		DN	165.2	0.3	VILLA GROVE..... w	C145		s12.45		10.30		
AM	AM	PM	PM	AM							PM	PM	AM		
ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE							LEAVE	LEAVE	LEAVE		

‡—Indicates trains will not be operated on New Years, April 1st, Memorial, Independence, Labor, Armistice, Thanksgiving and Christmas Days, or on Monday following when any of these holidays fall on Sunday.

See rule 1 page 21 and rule 5 page 24.

No. 77 is superior to No. 76 and No. 40.

No. 41 is superior to No. 40.

Nos. 237, 238 and 239 lose right and schedule when one hour late.

Nos. 237 and 238 make regular stops at Main St., Griffin St., in Danville and at Rileysburg road, Brookside and Kelley No. 1.

No. 239 will use its schedule from Peabody Jct. to Bunsen Switch and No. 238 from Bunsen Switch to Riley Track without Blank A.

BRANCHES

FREELAND PARK BRANCH Danville District				CISSNA PARK BRANCH Danville District				JUDYVILLE BRANCH Danville District						
Distance between Stations*	TIME TABLE NO. 29 June 30, 1946		Station Numbers	Station Tracks Car Capacity	Distance between Stations*	TIME TABLE NO. 29 June 30, 1946		Station Numbers	Station Tracks Car Capacity	Distance between Stations*	TIME TABLE NO. 29 June 30, 1946		Station Numbers	Station Tracks Car Capacity
	STATIONS					STATIONS					STATIONS			
5.4	MILFORD JCT.	89		2.6	CISSNA JCT.	93		3.0	ROSSVILLE JCT.	107				
2.6	STOCKLAND	F95		2.9	ALONZO	B95	12	4.1	JOHANNOTT					
2.6	DAWSON PARK	F98	27	1.9	GOODWINE	C92	25	1.8	PENCE	K114	24			
2.6	FREELAND PARK	F100	40	3.7	CLAYTONVILLE	B100	23	4.4	STEWART	K116				
					CISSNA PARK	B104	40		JUDYVILLE	K121	15			

SIDEELL BRANCH—Westville District										
SOUTHWARD Third Class		Train Order Stations	Distance from Chicago	Distance between Stations	TIME TABLE NO. 29 June 30, 1946		Station Numbers	Siding Car Capacity	NORTHWARD Third Class	
41					40					
Local Freight					Local Freight					
Tuesday, Thursday, Saturday					Tuesday, Thursday, Saturday					
STATIONS		STATIONS		STATIONS		STATIONS		STATIONS		
LEAVE AM									ARRIVE AM	
8.00	107.1	ROSSVILLE JCT.	W	107		10.25			10.25	
8.08	111.8	HENNING		D112		10.13			10.13	
8.15	115.9	JAMESBURG		D116		10.06			10.06	
8.22	119.8	COLLISON		D120		9.59			9.59	
8.31	125.4	BROTHERS		D125		9.50			9.50	
8.35	127.5	BRONSON		D128	63	9.46			9.46	
8.45	132.1	RYAN		D132		9.36			9.36	
8.53	136.1	JAMAICA		D136		9.28			9.28	
8.57	138.6	MAIZETOWN		D139		9.24			9.24	
9.01	141.4	SIDEELL JCT.	W	W141		9.20			9.20	
AM ARRIVE						AM LEAVE				

MT. VERNON BRANCH—Evansville District										
SOUTHWARD Third Class		Train Order Stations	Distance from Chicago	Distance between Stations	TIME TABLE NO. 29 June 30, 1946		Station Numbers	Siding Car Capacity	NORTHWARD Third Class	
303					302					
Mixed					Mixed					
Daily Ex. Sunday					Daily Ex. Sunday					
STATIONS		STATIONS		STATIONS		STATIONS		STATIONS		
LEAVE PM									ARRIVE AM	
12.50	266.7	FORT BRANCH	D N	267		11.35			11.35	
12.55	265.4	MT. VERNON JCT.	W	266		11.30			11.30	
f 1.25	47	OWENSVILLE	D	M272		f 11.17			f 11.17	
1.31	5	MOUNTS		M275		11.11			11.11	
f 1.37	23	CYNTHIANA	D	M278		f 11.05			f 11.05	
f 1.50	55	POSEYVILLE	D	M282		f 10.50			f 10.50	
		I. C. CROSSING		M283						
	18	WADESVILLE	D	M288		10.35			10.35	
2.05		OLIVER		M294		10.23			10.23	
2.17		SOLITUDE		M298		10.15			10.15	
2.25		L. & N. RY.		M304						
2.40		MT. VERNON	C&W	M305		10.00			10.00	
PM ARRIVE						AM LEAVE				

No. 41 is superior to No. 40.

BRAZIL BRANCH—Evansville District						
Distance between Stations	TIME TABLE NO. 29 June 30, 1946		Station Numbers	Station Tracks Car Capacity	STATIONS	
	STATIONS					
3.1	OTTER CREEK JCT.	172				
1.5	BURNETT	E175	10			
2.8	BURNETT SIDING	E176				
4.3	DIXIE LINE MINE	E179				
1.0	BRAZIL CLAY CO.		30			
	BRAZIL	E185				

JOPPA BRANCH—Salem District										
SOUTHWARD Third Class		Train Order Stations	Distance from Chicago	Distance between Stations	TIME TABLE NO. 29 June 30, 1946		Station Numbers	Siding Car Capacity	NORTHWARD Third Class	
181					180					
Mixed					Mixed					
Daily Ex. Sunday					Daily Ex. Sunday					
STATIONS		STATIONS		STATIONS		STATIONS		STATIONS		
LEAVE AM									ARRIVE AM	
5.45	347.6	JOPPA JCT.		C348		9.05			9.05	
5.48	348.5	CHASCO	0.9	J348		f 8.55			f 8.55	
5.50	349.4	RAGO	0.9	J349		f 8.46			f 8.46	
s 6.00	D 351.5	KARNAK	2.1	J352	5	s 8.40			s 8.40	
s 6.14	355.5	BOAZ	4.0	J356	6	s 8.20			s 8.20	
6.30	D 363.3	JOPPA	7.8	J363		8.00			8.00	
AM ARRIVE						AM LEAVE				

No. 181 is superior to No. 180—This is authority for No. 181 to leave Cypress without Blank A.

PASSENGER TRAINS—CONDITIONAL STOPS

- No. 1—Glenwood, Hillsdale, Paxton and Ingle to load or unload mail.
Pimento daily except Sunday to load or unload parcel post mail.
At all flag stops to load or unload parcel post mail or express.
Wansford for Company Material.
- No. 9—Cayuga, Carlisle to discharge revenue passengers from Chicago and Englewood.
Cayuga to receive revenue passengers for regular stops.
Fort Branch to receive or discharge revenue passengers.
- No. 10—Wansford on days No. 98 operates, to land herder.
Patoka, Hazelton, Oaktown to load or unload mail.
- No. 21—Watsoka to receive revenue passengers for St. Louis and Southern Illinois.
Tuscola and Arthur to receive revenue passengers for St. Louis.
Sullivan to discharge revenue passengers from Chicago and Englewood, and receive revenue passengers for St. Louis.
Washington Ave. to discharge revenue passengers from regular and conditional stops—Sullivan and North.
- No. 22—Arthur and Tuscola to discharge revenue passengers from St. Louis.
Momence to discharge revenue passengers from St. Louis and to pick up revenue passengers for Chicago.
- No. 23—Momence and Watsoka to receive revenue passengers for Villa Grove and Pana and schedule stops south of Pana also to receive revenue passengers using train No. 123 from Villa Grove.
Tuscola, Arthur, Sullivan and Findlay, to receive revenue passengers for Pana and schedule stops south of Pana.
Nokomis and Livingston, to discharge revenue passengers from Chicago and Englewood.
Mitchell Yard, to discharge employees and company material and handle Railroad mail.
- No. 24—Granite City to receive revenue passengers for Watsoka, Momence, Chicago Heights, Englewood and Chicago.
Livingston and Nokomis, to receive revenue passengers for Englewood and Chicago.
Findlay, to discharge revenue passengers from St. Louis and Hillsboro. Daily except Sunday to transfer express to 123.
Arthur and Tuscola, to discharge revenue passengers from St. Louis, Hillsboro and Pana.
Watsoka and North at all flag stops to load or unload parcel post mail, or express daily except Sunday.
Glenwood to load or unload mail.
- No. 88—Clinton to discharge revenue passengers from south of Ohio River and receive revenue passengers for Chicago and to receive revenue passengers for Detroit via Danville—Wabash R.R.
- No. 92—Chicago Heights to discharge revenue passengers from Nashville, Tenn. and points south.
- No. 95—Chicago Heights to receive revenue passengers for Chattanooga, Tenn. and points south.
- No. 96—Sullivan and Clinton to receive revenue passengers for Englewood and Chicago.
Rossville and Wellington to receive revenue passengers for regular stops.
Woodland to discharge revenue passengers from Danville and stations south and to receive revenue passengers for Englewood and Chicago.
- No. 97—Momence and Clinton, to discharge revenue passengers from Chicago and Englewood, and to receive revenue passengers for Evansville and points south of Evansville.
- No. 121—Buncombe to load or unload mail.
- No. 122—Buncombe to load or unload mail.
- No. 123—Buncombe and Perks to load or unload mail.
- No. 124—Perks, Buncombe, Bonnie and Cartter daily except Sunday to load and unload mail.

At all flag stops trains will stop to discharge or receive passengers or mail on flag from station platform or on advice from mail clerk.

RULE— GENERAL INSTRUCTIONS

- 1—DOUBLE TRACK IS OPERATED between Yard Center and cross-overs just south of Wabash crossing at North Yard: Cory and Clinton; Villa Grove Jet. and Findlay Jet.
THREE TRACKS ARE OPERATED between crossovers just south of Wabash crossing at North Yard and Cory. These tracks are numbered, commencing with No. 1 for the most westerly track and continuing east as No. 2 and No. 3.
Current of traffic: Track 1 southward. Track 2 northward. Track 3 northward.
Movements may be made in either direction on tracks 1, 2 or 3 if signal indicates proceed.
Southward movements governed by automatic color light dwarf signals located just south of Wabash. Northward movements governed by northward home signals at Cory. These signals govern movements in both directions as if on single track.
Northward color light dwarf signals just north of Fairchild Street are part of the automatic block signal system when switches are lined for northward track.
Southward movements stopped by dwarf signal south of Wabash must obtain permission from operator Cory before moving, then move complying with automatic block signal rules except movements by yard or road engines to couple on or take cars off train.
The most easterly track between Cory and North Yard is a running track and may be used in either direction, governed by Rule 116.
- 2—Auxiliary lines when recalling flagman: Woodland Jet—St. Louis District. Villa Grove Jet and North Yard—Westville District. Findlay Jet—Salem District.
- 3—When transmitting orders to a train where no operator on duty, such orders must be copied by conductor or engineer and both engineer and conductor must have copy of this order. When practicable, copy of such orders will be delivered at first open train order station.
- 4—Cars of explosives and inflammables protected by placards with instructions for handling as required by law. Regulations for handling explosives and other dangerous articles are published in pamphlets furnished on application. Employees must provide themselves with a copy and be governed thereby.
- 5—Hose connections between passenger cars, or between engine or engines and cars must not be pulled apart. Close both angle cocks and uncouple hose by hand.
- 6—Trains must be inspected at each opportunity, giving careful attention to journals, brake and draft rigging. While the train is in motion, trainmen and enginemen must keep a close watch on the cars and be on the lookout for any signals affecting the movement of their train.
- 7—Conductor notify postal clerk on train when cars are picked up containing storage or other U. S. mail.
- 8—Look out for camp, tool and caboose cars parked on auxiliary tracks. Handle carefully to avoid personal injury or damage.
- 9—Passengers must be handled on station platform. If coaches do not reach platform, second stop must be made.
- 10—SPEED RESTRICTIONS:
 - a—Speed restrictions apply to entire train between points restricted.
 - b—Except as otherwise restricted, trains and engines must not exceed:

	Psgr. MPH	Frt. MPH
Interlocking plants.....	60	40
Yard Center to Evansville.....	80	55
Woodland Jet. to Pana.....	80	55
Findlay Jet. to Goreville.....	50	45
Goreville to Cypress.....	40	40
Cypress to Tamms.....	30	30
Tamms to Thebes.....	40	40
All Mine Branches.....	20	20
Engines light in forward movement with or without caboose or coach.....	45	45
Engines backing with or without cars.....	30	30
c—Engines of the 1900 class in passenger service..	55	..
d—Consolidated engines when doubleheaded with 1800-1900 class or Pacific type engines 35 MPH operating light or with caboose or coach only 25 MPH.		
e—Engines moving in tow or under steam: When main rods are removed, twenty-five (25) MPH. When main rods and part or all of side rods are removed, twenty (20) MPH.		
f—Diesel engines: Light or in tow handle next to caboose—30 MPH.		
g—Passenger Diesel Engines: Cannot be coupled with steam engines pilot to pilot. Steam engine doubleheading with Multiple Unit Diesels, steam engine must be in lead. Steam engine doubleheading with single unit Diesel, Diesel should be operated in lead. In multiple or single unit operation may be double headed with any steam engine not restricted in territory where double head move will be made.		
h—Engines without engine truck 20 MPH.		
i—Trains handling Steam Derrick, Pile Driver, Spreader Car, Locomotive Crane and Ditcher, handle in rear of train:		

- Yard Center to Evansville, Woodland Jet. to Pana 35 MPH, except around curves 25 MPH.
Findlay Jet. to Cypress 25 MPH, except around curves 20 MPH.
Cissna Jet. to Goodwine, Sidell Branch, Westville to Villa Grove Jet. and Cypress to Thebes 20 MPH, except around curves 15 MPH.
Danville to Westville, Brazil and Mt. Vernon Branches 15 MPH except around curves 10 MPH. On other Branch Lines 10 MPH.
- j—New Track Scale Test Weight Car No. A—1034 handle in train next to caboose. Yard Center to Evansville, Woodland Jet. to Pana, Findlay Jet. to Cypress 25 MPH except around curves 15 MPH.
Cissna Jet. to Goodwine, Sidell Branch, Westville to Villa Grove Jet., Cypress to Thebes 20 MPH except around curves 15 MPH.
Danville to Westville, Brazil and Mount Vernon Branches 15 MPH except around curves 10 MPH.
All other branch lines 10 MPH.
HANDLE ONLY IN LOCAL FREIGHT TRAINS.
- k—Trains handling loaded tank cars, ten (10) or more in one group, will not exceed 35 miles per hour on Salem District and 40 miles per hour on other districts.
- l—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 steam should be worked to maintain the permissive speed while engines are on such bridges.
- m—At various points approaching restricted territory, permanent speed restriction signals are placed approximately 3000 feet in advance of point of restriction. These signals show in black numerals the speed to be observed until entire train has passed the resume speed signal, which shows in white the letters "RS." Where two restrictions are shown, the first applies to passenger trains and the second to freight trains.
- 11—STREET AND HIGHWAY CROSSINGS:
 - a—Trains or engines switching over street or highway crossings must have a trainman to protect crossing before coupling or shoving cars over it unless crossing is protected by crossing watchman or gates with arms down at the time movement is made.
 - b—When a train, or any part of a train, is standing where it will obscure the view of highway traffic at crossings not protected by a watchman or by gates with arms down, a member of the crew must protect traffic over the crossing against the movement of trains and engines on adjacent tracks, selecting the most important crossing when they cannot protect all crossings.
 - c—Cars must not be left nearer than 60 feet from center of Highway Crossing or Streets on each side to prevent obstructing the view, and when there is room leave a space of at least two car lengths from the crossing to the car.
 - d—When traffic on a highway is obstructed as result of railroad accident or for other reasons for which railroad is responsible, traffic on such highway must be protected by trainmen who may call on other employes or outsiders if necessary to assist.
 - e—Automatic flashing light and wig wag signals are in service at some streets and highways. Signals are operated automatically when a main track movement approaches the crossing from either direction. The point at which the operation starts is located far enough from crossing to insure that signals will operate about twenty-five seconds before the fastest train reaches the crossing. After a train or engine has passed over the crossing, signals discontinue operation if no other movement is closely approaching. If stop is made with front or rear end on crossing, a member of the crew must protect highway traffic unless he observes the signals are operating.
When a main track movement has passed over a crossing protected by these signals and has stopped with the rear of train a short distance beyond the crossing, reverse movement must not be made to foul crossing unless protected by a member of the crew, in accordance with the first paragraph of this rule.
In general, signals are connected so as to indicate for main track movements only. However, short sections of some auxiliary tracks are bonded, to cause the signals to operate if a car or engine on the auxiliary track obstructs the crossing or is closely approaching it.
Where automatic operation is not practicable the signals are operated manually by watchmen stationed at or near crossing.
Employes must observe the operation of these signals and report promptly to chief train dispatcher any improper conditions.
In case of accident at a crossing involving street or highway traffic, employes must observe the operation of these signals and include that item in their reports.
- 12—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.**
 - c—When a stop is made for a railroad crossing not protected by an interlocking plant or other signals and route is clear, before proceeding whistle signal 14-b must be sounded.

13—CLEARANCES:

- a—Some bridges, signals, buildings and other obstructions will not clear a man on top or side of cars and employes must be on lookout for same and exercise care to avoid injury.
- b—Water cranes must be locked or securely fastened so they cannot swing or be blown to foul main track, or strike passing trains.

14—Rule 24. When cars are pushed by an engine, except when shifting or making up trains in yard tracks, a trainman must ride the front of the leading car and by night must display a white light.

15—Rule 93b. When a train or engine is moving from auxiliary track to main track, the crews must look in both directions before fouling main track to observe approaching trains or engines, and exercise care to avoid accident.

16—Rule 103a. When cars are to be shoved into yard, interchange, or other tracks where it is possible for an engine to be working at the other end, or that cars on other tracks may not clear, a member of the crew must be sent in advance to prevent accident and to avoid cars being shoved to foul other tracks.

17—Rule 104b. A train or engine using a main track switch must not foul the main track until the switch to be used has been lined for the movement and when moving from main track to siding or auxiliary track must be entirely clear before stopping for switch to be closed.

18—AUTOMATIC TRAIN STOP:

- a—Miller System—Train stop system must be in service Dolton Jct. to North Yard and Brewer to Jackson. Approaching automatic signal indicating stop engineman may forestall ramp and make stop for signal by operating brake valve by hand. When stopped by ramp, be governed by rule 509a.

Non-equipped engines or engines with equipment cut out must not be operated in road service unless doubleheading behind an equipped engine or authorized by chief train dispatcher.

Train stop system is not connected with second arm of home signals. When this unit is clear, engineman may forestall home signal ramp.

When false stop occurs due to a known cause, engineman must keep train stop system in service and prevent false stops by forestalling while passing over ramps. In such cases engineman must inform fireman immediately that operation is being forestalled and make wire report to the chief train dispatcher and road foreman of engines. If cause is not known, engineman must wait until a second false stop occurs before forestalling at succeeding ramps.

When necessary to cut train stop system out of service enroute, train will proceed at not to exceed 40 M. P. H. for passenger trains and 30 M.P.H. for freight trains, to first open point of communication where stop must be made and condition reported to train dispatcher, train may then proceed at normal speed when authorized by message from Chief train dispatcher. Report giving reason for cut out must be made at once by wire to chief train dispatcher and road foreman of engines. Engineman must inform fireman when train stop is cut out and both must comply with Rule 34, Book of Rules.

- b—GRS System—While operating between Pana and Mitchell Yard, be governed by Big 4 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 Big 4 officials relating to automatic train stop operation.

19—SPRING SWITCHES—Yard Center South End, Steger South End, Coaler North End Northward Siding, North Yard, Main Track crossover, Clinton, Sullivan, Ind., Union Track Junction and Villa Grove Jct. are so connected that wheels when trailing through, will force the switch points open and allow free passage without operating switch by hand. When movement is completed, switch points are automatically returned to normal by spring pressure. A signal governing facing movements is located at switch to indicate Stop if switch is not normal. Switch stand is provided for hand operation of switch but running switch must not be made. A train stopped on switch while trailing through must not take slack or make reverse movement until switch has been reversed by hand.

20—DERAILS—In addition to derails at clearance point on auxiliary tracks, derails will be found protecting cars at some oil and gasoline unloading plants. These derails must be kept on the rail and locked, except when switching is being done.

21—COLOR LIGHT SIGNALS—Where fixed signals are color light type their indications both day and night are the same as rules provide for night indications of semaphore type signals.

DISTRICT INSTRUCTIONS

DANVILLE DISTRICT

1—BLOCK INFORMATION:

- a—Rules 501 to 513 in effect Yard Center to Brewer.
- b—WOODLAND JCT.—SOUTHWARD TRAIN ORDER—BLOCK SIGNAL, Top arm is train order signal for Danville District trains. Lower arm is manual block signal for St. Louis District trains.
- c—NORTH YARD—Lower arms of semaphore signal at Wabash crossing govern C&EI movements across Wabash on all tracks. These signals are not authority to disregard law or rule to stop. No. 122 will, unless otherwise instructed, use southward track from North Yard to Danville station. No. 121 leaving Danville station will back northward to the crossover at North Yard. Southward trains must approach North Yard prepared to stop and look out for Westville District trains. Trains and Engines to and from Westville District, before entering or crossing over southward track must ascertain that all overdue Danville District first and second class trains have departed.

2—YARD CENTER:

- a—Train order signal at proceed is authority for first class trains southward to use schedule on Danville District and from Woodland Jct. to Villa Grove without Blank A.
- b—Northward train order signal arm removed. When train orders are to be delivered to a northward train, a red or yellow flag or light will be displayed on the mast which carries the southward train order signal. When home signal displays approach indication, northward trains must reduce speed to permit orders to be picked up at train order station if flag or light is displayed on train order signal mast.

3—CHICAGO HEIGHTS:

- a—Fence between main tracks at passenger depot will not clear a man on the side of car or engine.
- b—Passenger trains while standing at depot, must not block the street crossings on both sides of the depot. When standing blocking either street and fire department appears, the train must either back or pull ahead at once, to allow them to cross.
- c—Southward freight trains stopped for the M.C. crossing must stop with the engine north of the street north of depot platform.
- d—COALER—Northward trains may pass train order signal at stop, a sufficient distance to take coal and water before signing train orders.

4—DANVILLE—Engines after handling southward passenger trains are authorized to move ahead of train handled from Danville to the Wood Track switch Oaklawn.

- a—NORTH YARD—Train order signal at proceed is authority for northward first class trains to use schedule from Danville without Blank A.
- b—A proceed indication at Fairchild St. is authority for northward trains or engines using station track No. 1, to use southward main track to and through crossover to the northward main track without train order.
- c—CORY—Train order signal at proceed is authority for southward first class trains to use schedule from Danville without Blank A.
- d—OAKLAWN—Crossover switches electrically locked. After use crews must leave switches in normal with electrically locked handle in locked position and case door closed.

EVANSVILLE DISTRICT

5—BLOCK INFORMATION:

- a—Rules 501 to 513 in effect Brewer to signal 286-0 Union Track Jct.
- b—CLINTON—Southward movements to enter single track are governed by signals 162-7 at clearance point which can be set at stop by operator at Clinton. When stopped by either signal a train or engine must not enter single track if train order signal at Clinton indicates stop until permission has been obtained from operator at Clinton. A telephone for this purpose is at clearance point.
- c—DWARF SIGNALS at Clinton, Otter Creek Jct, Spring Hill, Sullivan (North end Siding), Gibson, Princeton are automatic block signals.
- d—Both, northward and southward automatic signals are on the same signal mast at:
Terre Haute—south of Chestnut street.
Seifert—north end of yard.
Vincennes—north end of siding.
Princeton—south end of old siding.

6—TERRE HAUTE—Derail on Ohio St., lead connected with main track switch.

- a—A member of the crew must in all cases protect crossing at Third Ave., before shoving cars over street.
- b—Approach Wabash Ave. (200 feet north of MP 178) under control and do not cross unless a proceed signal is received from the crossing watchman.

7—SULLIVAN—When delivering to IC in west wye, air must be coupled and working on all cars.

- a—ALICE—Southward trains may pass train order signal at stop, a sufficient distance to take water before signing train orders.

8—PATOKA—Derail in station track pipe connected to main track switch. Electric lock at switch with operating instructions posted in lock case. After using station track crews must leave switch normal with electric lock handle in locked position and case door secured with padlock.

9—Ft. Branch-Siding may be blocked without notice.

10—WANSFORD—Southward train order signal at proceed is authority for southward trains to move ahead of overdue passenger engines to Belt Yard.

a—Northward second, third class and extra trains starting from Belt Yard must not pass Wansford without securing additional Blank A unless train order signal displays clear indication.

11—EVANSVILLE—Trains to and from Evansville use Crossover at Union Track Jct. Switches are set normally for that movement.

a—L&N, Big 4 and IC engines use C&EI tracks as follows and are governed by C&EI rules and instructions:

- L&N..... West Running and Union Tracks.
- Big 4..... Straight Line Jct. to Belt Yard.
- IC..... Belt Railway Devon St., to Belt Yard and West Running Track to Garvin St.

b—Engines for passenger service will move from Wansford to Evansville as follows:

For Trains	Wansford	Union Track Jct.
96.....	12.20 AM.....	12.30 AM
88.....	6.20 AM.....	6.30 AM
92.....	4.40 AM.....	4.50 AM
8.....	11.45 AM.....	11.55 AM
10.....	3.45 PM.....	3.55 PM
98.....	5.00 PM.....	5.10 PM
90.....	9.50 PM.....	10.00 PM
94.....	11.20 PM.....	11.30 PM

Such engines must procure Blank A at Wansford. They are superior to second, third class and extra trains, yard and transfer engines and motors, and the train they are to handle, but must move under such control as will prevent accident and must not exceed 5 miles per hour unless the main track is seen or known to be clear.

c—Engines after handling passenger trains to Evansville are due to return to Wansford upon arrival of train handled. Such movements will be made under rule 93, but must not be delayed by third class and extra trains or engines in yard or transfer service.

d—Yard Engines must not delay transfer movements.

BRAZIL BRANCH

12—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 derails, one near main track and one at road crossing at plant.

a—Dixie Line Mine—Engines must not be operated under tippie.

MT. VERNON BRANCH

13—MT. VERNON JCT., is the initial-terminal station of Mt. Vernon Branch schedules. The time shown as at Fort Branch is for information only. Movement between Mt. Vernon Jct., and Fort Branch will be made under rule 93.

ST. LOUIS DISTRICT

14—BLOCK INFORMATION:

a—Rules 301 to 375 in effect between Woodland Jct., and Sullivan and between Findlay Jct., and Pana.

b—GOODWINE—GLOVER—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.

c—VILLA GROVE—Modifying the last paragraph of rule 331 to apply to trains from Villa Grove to Villa Grove Jct., only. Trains enroute to Westville District may accept form B caution card instead of train order form U as authority to leave Villa Grove under block signal indicating stop and proceed to Villa Grove Jct., with train under control prepared to stop short of any obstruction in the block.

d—Rules 501 to 513 in effect between Sullivan and Findlay Jct.

e—Automatic block signal rules apply to signals 147-8 and 146-4 between West Ridge and V. E.

The leads into south end of Villa Grove Yard are bonded so that a derail open on either lead, a main track switch open, an engine or a car on either lead between derail and the main track will hold signal 146-4 at stop.

Before opening derail observe closely to ascertain if a train approaching on northward main.

The indications of these two automatic block signals do not supersede manual block or other rules when entering or using the main tracks at V. E.

DISTRICT INSTRUCTIONS—Continued

- 15—VILLA GROVE—Rule 96, Book of Rules. Chief train dispatcher at Danville may authorize sections between Villa Grove and Woodland Junction.
 Chief train dispatcher at Salem may authorize sections between Villa Grove and Pana.
 a—Rule 97, Book of Rules. Trains not having initial or terminal station at Villa Grove will accept Blank A as authority to use schedule from or to Villa Grove. All trains must procure Blank A at Villa Grove.
 b—Form "K" Page 50, Book of Rules.
 When necessary Chief train dispatcher at Danville may issue orders annulling schedules between Villa Grove and Woodland Jct., and Chief train dispatcher at Salem may issue orders annulling schedules between Villa Grove and Pana.

SALEM DISTRICT

- 16—BLOCK INFORMATION:
 a—NEILSON—GOREVILLE—Neilson will space southward trains ten minutes, and Goreville will space northward and southward trains ten minutes with train order signal. Blank A will be issued showing time train may proceed.
 17—Rule 97, Book of Rules. Trains not having initial or terminal station at Salem Yard will accept Blank A as authority to use schedule from or to Salem Yard.
 18—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.
 a—Movements over highway crossings on Old Ben No. 15, Orient and West Mine leads must be protected by a flagman.
 b—The lead to West Mine just north of the CB&Q overhead crossing must not be used by road engines and road trains except under special instructions or permission from the Yardmaster in each case.
 19—SIDINGS MAY BE BLOCKED WITHOUT NOTICE AS FOLLOWS:
 SA Tower, Mt. Vernon, West Frankfort.
 20—JOPPA—Expect to find cars on main track without notice.

WESTVILLE DISTRICT

- 21—BLOCK INFORMATION:
 a—Rules 301 to 375 in effect between North Yard and W. R. Tower. Train order signal at North Yard is also the manual block signal governing movements to the Westville District.
 b—VILLA GROVE—See rule 14a and c page 21. Trains will secure permission from operator at Villa Grove to enter the block and report when clear of block at Villa Grove Jct., when leaving.
 22—Westville District trains must secure Blank A at North Yard.

SIDELL BRANCH

- 23—Unless otherwise instructed trains to the Sidell Branch will report by telephone to train dispatcher when clear of Westville District main. Trains from the Sidell Branch will report by telephone to train dispatcher when clear of Sidell Branch main.

**YARD LIMITS
 DANVILLE DISTRICT**

Stations	From	To
Yard Center.....	Dolton Jct.....	TP 20-35
Chicago Heights.....	Signal 26-7.....	TP 29-8
Momence.....	TP 48-40.....	TP 51-45
Watsika.....	MP 76.....	Signal 80-4
Milford.....	MP 87.....	Milford Jct. (7:00 AM to 6:00 PM daily except Sunday)
Hoopeston.....	MP 98.....	MP 100 (7:00 AM to 6:00 PM daily except Sunday)
Rossville.....	MP 105.....	MP 108 (7:00 AM to 6:00 PM daily except Sunday)
Danville.....	MP 122.....	MP 123

FREELAND PARK BRANCH

Freeland Park Branch.....	Main Line.....	End of Branch
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CISSNA PARK BRANCH

Cissna Park Branch.....	Main Line.....	End of Branch
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JUDYVILLE BRANCH

Judyville Branch.....	Main Line.....	End of Branch
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EVANSVILLE DISTRICT

Brewer.....	See Danville District	
Montezuma-Hillsdale.....	MP 153.....	MP 155 (9:00 AM to 2:00 PM daily except Sunday)
Clinton.....	TP 160-10.....	TP 164-10
Terre Haute.....	MP 173.....	Signal 181-2
Sullivan.....	MP 202.....	MP 205
Vincennes.....	TP 233-25.....	TP 237-25
Gibson—Ft. Branch.....	Signal 257-7.....	MP 268
Evansville.....	TP 282-20.....	MP 287.3 including Belt Ry. To L&N Ry.

BRAZIL BRANCH

Brazil Branch.....	Main Line.....	End of Branch
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SULLIVAN COUNTY BRANCH

Standard.....	Main Line.....	End of Branch
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MT. VERNON BRANCH

Mt. Vernon Jct.....	Main Line.....	TP 266-12
Mt. Vernon.....	MP 300.....	End of Branch

ST. LOUIS DISTRICT

Villa Grove.....	TP 143-30.....	MP 147
Findlay.....	Signal 182-7.....	TP 186-28
Pana.....	TP 203-20.....	Big 4 Main Track Connection

SALEM DISTRICT

Findlay.....	St. Louis Dist.....	TP 186-22
St. Elmo.....	TP 222-45.....	TP 225-12 (9:00 AM to 8:00 PM)
Salem Yard.....	TP 250-20.....	MP 256
Mt. Vernon.....	TP 274-25.....	TP 277-20
West Frankfort.....	TP 303-16.....	TP 306-29
Marion.....	TP 315-10.....	MP 318
Cypress.....	MP 344.....	TP 348-17
Thebes.....	TP 377-1.....	Bridge Jct.

JOPPA BRANCH

Joppa Jct.....	Main Line.....	TP 349-18
Joppa.....	TP 361-25.....	End of Branch

WESTVILLE DISTRICT

Danville.....	Danville Dist.....	TP 124-30
Westville.....	TP 131-20.....	MP 138
Villa Grove.....	MP 164.....	Villa Grove Jct.
Sidell Jct.—Sidell.....	MP 145.....	MP 147

SIDELL BRANCH

Rossville Jct.....	Main Line.....	MP 108
Sidell Jct.....	Main Line.....	MP 140

JOINT TRACKS**Rule DANVILLE DISTRICT**

1—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 current time tables of both roads. Yard Center is district initial station for southward and district terminal station for northward trains under rule 4, Book of Rules. The time shown on C&EI time table as at Chicago is for information only.

EVANSVILLE DISTRICT

2—Pennsylvania trains may move between Otter Creek Jet. and Pennsylvania connection at Dewey without schedule or train order authority against opposing trains and ahead of superior trains. Such train movements will be governed by C&EI time table and operating rules and the following instructions:

Otter Creek Jct. to Dewey

After obtaining authority from train dispatcher for southward Pennsylvania movement, operator at Otter Creek Jct., will display a proceed indication of home signal which indication is authority for the train to proceed to Pennsylvania connection at Dewey and the train must report to train dispatcher when clear of main track at Dewey. Train dispatcher will hold opposing trains at Haley and following trains at Otter Creek Jct. until Pennsylvania train is clear of C&EI main track.

Dewey to Otter Creek Jct.

After obtaining authority by telephone from train dispatcher a Pennsylvania northward train may reverse Pennsylvania connection derail and switch and move to Otter Creek Jct. Train dispatcher will hold opposing trains at Otter Creek Jct. and following trains at Haley until Pennsylvania train is clear of C&EI main track.

Switch to Pennsylvania connection at Dewey is equipped with an electric lock automatically held in locked position if a train is approaching on C&EI from either direction. Instructions for operation by Pennsylvania crews are posted inside lock case.

When a movement through switch has been completed, crew must leave switch normal with electric lock handle in locked (right) position and door secured with padlock. Block signals in both directions will be held at Stop if electric lock handle is not in locked (right) position. Derail at clearance point is pipe connected to and operated by switch stand.

Pennsylvania trains in either direction are not relieved from complying with Rules 93, 93-b, and 99.

Pennsylvania trains may display their standard markers.

ST. LOUIS DISTRICT

3—PANA is the district initial station for northward and district terminal station for southward trains under rule 4, Book of Rules. Stations and time of trains on C&EI time table south of Pana is for information only.

NYC rules and Big 4 time table govern between Pana and Lenox. Big 4 and C&A Joint Special Instructions govern between Lenox and Granite City. TRRA rules and time table govern between Granite City and St. Louis.

Employees must have copy of NYC rules and Big 4 time table, special instructions Big 4 and C&A issued June 7, 1942.

a—HOPKINS—Trains or engines must not leave the yard, or cross over from westbound main track into yard lead until they have first obtained permission from the operator at Lenox or train dispatcher located at Mattoon. In all cases trainmen must secure the name, title and location of the party who authorizes the movement. This information must be noted in writing, showing the date, train, engine, conductor, engineer, time authority received and name of person authorizing movement. This information must be turned over to conductor at end of trip for his record.

SALEM DISTRICT

4—Between Neilson and W. V. Tower, CB&Q trains use C&EI tracks and are governed by C&EI rules and instructions.

a—Between North Jet. and Chaffee, trains will use the tracks and time tables and be governed by rules and instructions issued by the SI&MB Co. the StLSW and the StLSFRy. 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.

b—BRIDGE LINE INSTRUCTIONS—Rules 501 to 513 inclusive in effect between south end of Thebes Yard and Bridge Jet. At Bridge Jet. and Gale Jet. 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.

c—NORTH JCT. INTERLOCKING: Switch at North Jet. and switches of crossover between the northward and southward main track of the SI&MB Co. at North Jet. are remotely controlled switches, included in controlled electric interlocking at North Jet. and operated by Missouri Pacific operators at Gale.

All trains and engines operating on the S.I.&M.B. Co. will be governed by S.I.&M.B. Bulletin No. 1, which reads as follows:

Interlocking Rules Nos. 1 to 53, inclusive, and Automatic Block Signal Rules Nos. 1 to 8, inclusive, in Southern Illinois & Missouri Bridge Company Rules of the Operating Department, effective January 1, 1936, are cancelled. General Rules Nos. 1 to 12, inclusive, in such Rules will remain in effect.

The Uniform Code of Operating Rules, dated November 1, 1940, and Supplement thereto, dated May 1, 1945, are adopted and become effective on the Southern Illinois & Missouri Bridge Company, and will govern train and engine movements between Illmo Interlocking and North Junction.

NORTH JUNCTION, CONTROLLED ELECTRIC INTERLOCKING:

Signal Indication Rules 281 to 292-A, inclusive, Automatic Block Signal Rules 505 to 519, inclusive, (except 509 (b)), Interlocking Rules 605, 605 (a to d), inclusive, Rule 607, and Rules 661 to 671, inclusive, in The Uniform Code of Operating Rules, are effective.

Rule 536 in Supplement to the Uniform Code, dated May 1, 1945, governs operation of Remotely Controlled Switches by hand.

The Interlocking Home Signals operate in conjunction with automatic block signals, governing northward movements onto Missouri Pacific and C & E I tracks, and governing southward movements with the current of traffic only on Bridge Company tracks.

The indication of signals for southward movements against the current of traffic on Bridge Company's tracks will not relieve trains and engines from complying with Rule 2, on Page 3, of SI&MB Operating Rules, effective January 1, 1936.

Remotely Controlled Switches and Home Signals at North Junction are controlled by Control Operator at Gale. Telephones for communicating with the Control Operator are located adjacent to Home Signals.

Movements through turnout to and from Bridge Company's single track, through Junction switch, must not exceed ten (10) miles per hour.

OPERATION BETWEEN NORTH JUNCTION AND ILLMO:

Trains and engines will move with the current of traffic by block signals. Signal Indication Rules 281 to 292-A, inclusive, Automatic Block Signal Rules 505 to 519, inclusive, (except 509 (b)), in the Uniform Code, and Rules 580 to 583, inclusive, in Supplement to the Uniform Code, are effective.

Movements against current of traffic will be made between these points only as prescribed by SI&MB General Rule No. 2.

OPERATION BETWEEN NORTH JUNCTION AND BRIDGE JUNCTION (Single Track), SIGNALLED FOR TRAFFIC IN BOTH DIRECTIONS:

Signal Indication Rules 281 to 292-A, inclusive, and Automatic Block Signal Rules 505 to 519, inclusive, (except 509 (b)), in the Uniform Code are in effect.

Trains or engines stopped on C&EI at southward signal approaching North Junction will communicate with Control Operator at Gale, and comply with Rule 509.

Movements must be made at Restricted Speed between these points, regardless of more favorable signal indication.

MANUAL INTERLOCKING ILLMO:

Signal Indication Rules 281 to 292-A, inclusive, and Automatic Block Signal Rules 505 to 519, inclusive, (except 509 (b)), and Interlocking Rules 605 to 671, inclusive, in the Uniform Code are in effect.

The Interlocking Home Signals operate in conjunction with automatic block signals, governing northward movements with the current of traffic only on Bridge Company's tracks, and governing southward movements with the current of traffic only on to St. L. S. W. Tracks.

The indication of signals for **northward** movements against the current of traffic on Bridge Company's tracks will not relieve trains and engines from complying with Rule 2, on Page 3, of SI&MB Operating Rules, effective January 1, 1936.

The indication of signals for **southward** movements against the current of traffic from Bridge Company's tracks onto St.L.S.W. tracks will not relieve trains and engines from complying with rules and instructions of the St.L.S.W. Ry. Company.

WHISTLE SIGNALS. ILLMO INTERLOCKING:

For normal route..... Four short blasts

For diverging route to St.L.S.W. Yard..... One long, one short blast.

For dwarf signal indication to permit movement from St.L.S.W.

..... Two longs, one short blast.

Imperfectly displayed signal indications, or train delays, on SI&MB tracks must be reported promptly to Chief Dispatcher at Bush, Illinois. C&EI southward approach signal No. 35 for North Junction and northward automatic signal No. 36 are located on the same mast. Illmo Tower is a continuous train order office.

WESTVILLE DISTRICT

- 5—Big 4 yard engines and EJ&E yard engines use the main track under rule 93 between W. R. Tower and Bunsen Switch.

INTERLOCKING PLANTS

1—DANVILLE DISTRICT

a—Yard Center, Thornton Jet., M.C. Tower, Jay Tower, N.E. Tower, M.G. Tower, St. Anne, Watseka, Woodland Jet., Hoopston, Cory, Walz, Goodwine, Stockland, Johannott.

b—STOCKLAND and JOHANNOTT—Automatic plants. If a train is stopped by a home signal and no CMStP&P train is approaching or on crossing, crew must operate hand release in box on tower wall. Instructions are in the box. If home signal does not then change to Proceed, train may move through plant on hand signal from trainman at crossing.

2—EVANSVILLE DISTRICT

a—Cayuga, Hillsdale, Otter Creek Jct., Dewey, Haley, Terre Haute, Spring Hill, Sullivan (So. End Siding), Sullivan (IC.), Vincennes (Penna. RR), Princeton, Burnett.

b—TERRE HAUTE—Penna. RR. Movements through plant governed by interlocking home signals operated from interlocking machine in office at crossing.

c—SPRING HILL—Plant controls both ends of siding and the crossings and connections just north and just south of the siding. When stopped by a home signal at north crossing and signal does not display a proceed indication, do not proceed until permission is obtained from signalman by telephone and until switch and derails are inspected and known to be properly set. When necessary, these derails and switch may be operated by hand after obtaining permission from signalman. Instructions are posted in telephone box at each home signal and on switch and derail machines.

d—SULLIVAN—IC. 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.

e—VINCENNES—Penna. RR and Princeton-Sou. Ry.—Automatic plants. If a train is stopped by a 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. At Princeton, southward signal governing movement from transfer track will not give a proceed indication unless crossover to main track is reversed.

3—ST. LOUIS DISTRICT

a—Woodland Jet., Goodwine, Glover, T.Y. Tower, Arthur, Sullivan, Findlay Jet., Pana.

PANA—Northward movements on southward track on proceed indication of slow speed interlocking signal may find Illinois Central connection set for turnout and speed must be such that train can be stopped short of dwarf signal in this connection for B&O crossing.

4—SALEM DISTRICT

a—Findlay Jct., Mode, S.X. Tower, K.J. Tower, S.A. Tower, V.N. Tower, Neilson, W.V. Tower, Tamms.

b—NEILSON and W.V. TOWER—When signalman is not on duty, routes are lined and home signals cleared for C&EI movements.

5—WESTVILLE DISTRICT

a—W.R. Tower, Bronson, Ryan.

b—RYAN—Interlocking routes will be changed by C&EI crews. Trains must stop at home signal. If no train on opposing route, a trainman must reverse the two derail levers in second story of tower. When home signal changes to Proceed, train may move through plant and the derail levers must then be restored to normal and the tower door closed and locked. If home signal fails to change to Proceed after the derail levers are reversed, train may move through plant on hand signal from trainman at crossing after crew has made sure that derails are properly set and that no train is on or approaching the crossing on opposing route

RAILROAD CROSSINGS NOT INTERLOCKED

1—DANVILLE DISTRICT

a—NORTH YARD—Wabash and Yard lead. Lower arms of semaphore signal at Wabash crossing govern C&EI movements across Wabash on all tracks. These signals are not authority to disregard law or rule to stop.

b—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 crossing is complete.

2—EVANSVILLE DISTRICT

a—VINCENNES—B&O. Semaphore signal at crossing. Arm diagonal indicates for C&EI movement over crossing. This signal is not authority to disregard law or rule to stop.

b—EVANSVILLE—Southern and IC.

c—EVANSVILLE BELT RY.—Big 4 and IC also Industrial track near Devon Street crossing gates normal position across Industrial track.

d—POSEYVILLE—IC. Gates on each side of crossing normally across 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.

e—MT. VERNON—L&N. Gate normally across C&EI and electrically locked. C&EI trains Stop, crews operate gate in accordance with instructions posted at crossing and restore gate to normal after movement over crossing is complete.

3—SALEM DISTRICT

a—ALTAMONT—B&O.

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

c—WEST FRANKFORT—West Mine Lead, CB&Q.

d—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.

e—FAYVILLE—MP. Gate normally across MP. Signals indicate Proceed if gate is normal and Stop if gate is across C&EI track. Approach signals under control and do not proceed on-to crossing until signal indicates Proceed, gate is properly lined for C&EI movement and crossing is clear.

f—KARNAK—Big 4. Gate normally across C&EI and locked. C&EI trains Stop, crews operate gate and restore to normal after movement over crossing is complete.

4—WESTVILLE DISTRICT

a—DANVILLE—Wabash lead north of P&E.

b—DANVILLE—P&E and Wabash between North Yard and Riley Track. Semaphore crossing signal indicates diagonal for city freight lead and vertical for Westville District. This signal is not authority to disregard law and rule to stop.

DISTRICT SPEED RESTRICTIONS

	Passenger Miles per hour	Freight Miles per hour		Passenger Miles per hour	Freight Miles per hour
DANVILLE DISTRICT			BRAZIL BRANCH		
Yard Center—Over slip switches on main track.....	40	40	Otter Creek Jct. to Brazil.....	25	20
Over slip switches on side tracks.....	20	20	Engines backing up.....	20	20
Through crossovers.....	5	5	Burnett—Over Bridge E1748 Engines 840-965.....	10	10
Over spring switch against traffic on southward track.....	20	20	Other engines.....	5	5
Chicago Heights—Between first street north of depot TP 26-24 and EJ&E crossing TP 27-1....	40	30	Brazil—Over Old National Road.....	10	10
Momence—Between M.G. Tower and TP 50-20.....	60	40	MT. VERNON BRANCH		
Papineau, Martinton and Pittwood—No. 24 to dispatch U. S. mail.....	5	..	Mt. Vernon Jct. to Mt. Vernon.....	30	30
Watsika—Until engine has passed over street crossings.	40	30	Wadesville—Over highway 1350 ft. south of Depot.....	15	15
Coaler—Through coal chute.....	25	25	Solitude—Over Bridge M2958.....	15	15
Woodland Jct.—On northward track through interlocker	60	40	ST. LOUIS DISTRICT		
On southward track through interlocker	40	40	Woodland Jct.—Northward trains through crossover...	20	20
Through crossovers.....	20	20	Southward trains through turnout.....	40	40
Milford—Bridge 885 Four tenths miles south of Milford.	70	40	Bridge C1114—About 2½ miles north of Gerald.....	60	40
Hoopeston—Until engine has passed over street crossings	40	30	Villa Grove Jct.—Over spring switch end of double-track.	20	20
Nos. 90 and 96 to dispatch U. S. mail.....	20	..	Villa Grove Yard—Through turnouts.....	..	6
Danville—Between Wabash crossing North Yard and P&E crossing Cory.....	20	20	Villa Grove to St. Louis. Passenger trains handling less than three (3) cars.....	65	..
Cory—Through the crossover between tracks 1 and 2...	6	6	V. E.—Main track over turnouts and crossovers.....	40	40
Walz—Around curve at TP 125-27 and over railroad crossing.....	60	..	Tuscola—Around curves north of IC crossing.....	15	15
FREELAND PARK—CISSNA PARK—JUDYVILLE BRANCH			Arthur—Around curve and over Penna. crossing.....	25	25
Milford Jct. to south end of curve.....	15	15	Sullivan—Around curve at depot between TP 176-01 and 176-08.....	20	20
South end of curve Milford Jct. to MP 93.3.....	30	30	Okaw—Okaw Bridge C1818.....	50	40
MP 93.3 to Freeland Park.....	15	15	Hall—Through coal chute.....	25	25
Cissna Park to Cissna Jct., engines 840-965.....	30	30	Findlay Jct.—Over junction switches.....	30	30
Other engines.....	20	20	Through crossover.....	10	10
Alonzo—Around curve at TP 94-20 to 95-10, all engines	20	20	Between MP 194 and MP 197.....	60	40
Rossville Jct. to Judyville.....	20	20	Pana—Entering or leaving Big 4 main tracks.....	10	10
EVANSVILLE DISTRICT			Pana—to Granite City—Engines 1001-1010-1015-1016	70	..
Perrysville—Between TP 133-20 and 134-20 on both tracks.....	60	..	St. Louis—Engines 1015 to 1023 inclusive on Merchants Bridge and Approaches.....	20	20
Cayuga—Over NKP crossing.....	40	25	SALEM DISTRICT		
Newport—Between TP 147-5 and 148-6 northward track	20	20	Kaskaskia Bridge C1942 use 60 seconds.....	15	15
Between TP 147-5 and 148-6 southward track	25	25	Altamont—Curve at Depot.....	10	10
Dana—Wabash River Ordinance tracks and over switch and through turnout just west of highway Route 63 ten (10) MPH.	..	..	S. X. Tower—Curve at tower.....	20	20
Clinton—Over spring switch at end of double track and Main Street TP 162-40.....	20	20	Happy Hollow—Around reverse curves between TP 228 and TP 228-24.....	35	35
Over Wabash River Bridge.....	10	10	V. N. Tower—Between home signals.....	20	20
Between TP 163-20 and 164-10.....	45	35	Saline Creek Bridge C3243 use 40 seconds.....	15	15
Otter Creek Jct—Around curve between siding switches.	60	50	Between TP 332-6 and MP 334.....	30	30
Terre Haute—Haley southward home signal to Hulman Street TP 179-16.....	30	20	Grasshopper Creek Bridge C3347 use 30 seconds.....	15	15
Sullivan—Passing Coal Chute.....	25	25	Between TP 335-10 and TP 335-22.....	20	20
Over IC crossing.....	35	35	Between TP 338-15 and TP 338-25.....	20	20
Maria Creek—Around curves between signals 227-5 and 228-4.....	40	30	372-25 to Thebes.....	35	25
Smith—Between MP 230 and TP 231-15.....	60	..	Thebes—SI&MB Co. Bridge.....	25	25
Vincennes—Between TP 233-15 and 233-31.....	50	40	JOPPA BRANCH		
Over Penna crossing. (See rule 10a page 19.)	10	10	Joppa Jct. to Joppa.....	25	25
Between TP 233-31 and 15th st. TP 235-39.	30	20	When handling loaded hopper cars.....	..	15
Bald Hill—Curve between Signal 242-3 and TP 243-15..	40	30	WESTVILLE DISTRICT		
Around curves north of MP 244.....	55	..	North Yard to Westville.....	35	25
Decker—Over White River Bridge and trestle.....	15	15	Danville—Main Street TP 124-6.....	10	10
Hazleton—Moving out of Atlanta track MP 249.....	5	5	Bridge W1262 Vermilion River.....	10	10
Around curve between TP 249-10 and 250-16.....	40	30	Rock Cut—Between TP 126-25 and 127-14.....	15	15
Around curve between TP 251-22 and 251-37.....	60	..	Westville to Villa Grove Jct.....	40	..
Miller—Between MP 253 and 254.....	40	30	Westville to Villa Grove Jct. Engines 840-965 class.....	..	40
Patoka—Between TP 254-40 and TP 255-35.....	35	35	Westville to Villa Grove Jct. Other engines.....	..	30
Gibson—Between TP 258-10 and 258-30.....	60	40	Indianola—Curve north of depot TP 141-32.....	30	30
Princeton—Around curve south of depot.....	35	35	SIDELL BRANCH		
—Southern Railway crossing—Through interlocking plant	20	15	Rossville Jct. to Sidell Jct.....	40	30
—Around curves between TP 271-15 and 271-26, TP 271-36 and 272-7.....	60	..	Rossville Jct. to Sidell Jct. No. 40 and 41.....	..	40
Evansville—Between Wansford and Columbia Street TP 285-13.....	50	30	Bridge D1179 South of Jamesburg.....	10	10
Evansville—Between Columbia Street TP 285-13 and Union Track Jct.....	20	20	Bridges D1297 and D1301 South of Bronson.....	10	10
Belt Ry.....	10	10			
Union Track Junction to Evansville, except (8) miles per hour between Fifth and Clark Street, five (5) miles per hour passing over Main St. and Fulton Avenue.	15	15			

Do not exceed (5) miles per hour 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.

ENGINES RESTRICTED ON MAIN TRACKS

1000, 1900 and EJ&E 700 class:
 Freeland Park—Judyville—Mt. Vernon Branches.
 North Branch of Jackson Mine Branch.
 South of Miami Jet., on South Branch of Jackson Mine Branch.

3639-3645 Class:
 Mt. Vernon Branch.

1800, 1900, 1008 to 1023.
 Joppa Branch—Must not go south of MP 352.

ENGINES RESTRICTED OVER BRIDGES

EVANSVILLE DISTRICT—Engines 1016 to 1023, 1800 to 1802, 1900 to 1959 must not doublehead with each other over bridge 1631 Wabash River, Clinton, except when separated by three (3) cars.

ST. LOUIS DISTRICT—St. Louis: engines 1000 to 1023, 1800 to 1802, 1900 to 1959 and 3639 to 3645 must not be run over the Eads Bridge. Engines 1900 to 1959 may be run between Granite City and Union Station, St. Louis via the Merchants Bridge, at speed not to exceed 15 MPH while on river spans of bridge. Cab awnings must be in raised position while passing under Eads bridge. Engines 1018 to 1023 and 1900 to 1959 must not be doubleheaded over the Merchants Bridge with any class engine, except when separated by three (3) cars.

Engines 1800 to 1802 must not be used between Granite City and St. Louis.

SALEM DISTRICT—Engines 1018 to 1023, 1800 to 1802 and 1900 to 1959 must not doublehead over Kaskaskia River Bridge (C1942) Saline Creek Bridge (C3243) Grasshopper Bridge (C3347) with engines of the above classes, except when separated by three (3) cars.

WESTVILLE DISTRICT—Engines 1008 to 1023, 1800 to 1802, 1900 to 1959 and EJ&E 700 class must not doublehead over Bridge W 1262, Vermilion River, with each other or with any other class engines except when separated by three (3) cars.

Engines must not exceed 10 MPH over bridge 1240 on lead to City Yard, Danville.

SIDELL BRANCH—Engines 1016 to 1023, 1800 to 1802, 1900 to 1959 and EJ&E 700 class must not doublehead with each other or with engines of any class over any of the bridges except when separated by three (3) cars.

ENGINES RESTRICTED ON AUXILIARY TRACKS

All Engines restricted on the following tracks:

GRANT PARK Gleaner Lumber Co., 5 miles per hour.
 VINCENNES Ebner Belt track, Industrial Spur, 5 miles per hour.
 HAZLETON Atlanta track. Hold on to at least 3 cars so engine will not go beyond gravel hopper.
 MT. VERNON Keck Gonnerman track may be used for distance of 500 feet from switch, 5 M.P.H.
 BENTON 1900 South Interchange track, Mo. Pac.
 DALLAPE TR'K On curve west end beyond crossing west of Standard Oil Co.
 W. FRANKFORT Old Ben Mine No. 15, except consolidated engines 15 miles per hour.

Engines of 1900 class, restricted on the following tracks:

GRANT PARK South elevator track.
 WATSEKA East wye not beyond house track frog.
 House track not beyond south end of freight house platform.
 HOOPESTON Malleable track.

Engines of the 1900 and 1000 class restricted on the following tracks:

Farmersburg—Elevator track.
 Sullivan County Branch—15 miles per hour except:
 10 miles per hour between Peerless Junction and Peerless mine.
 5 miles per hour through Peerless mine load track turnouts.
 Mt. Vernon Branch—Not beyond 75 car lengths west of wye.

The following tracks must not be used by Engines of the 1008-1023, 1800, 1900 class, except as indicated:

VILLA GROVE Alexander Lumber Company.
 TUSCOLA Deep Water Ice Company track 1900 class may use not exceed 5 miles per hour.
 IC Connection may be used by the 1900 class engines but must not exceed 5 miles per hour.
 ARTHUR Penna. Connection track No. 2 may be used but must not exceed 5 miles per hour.
 Derman Wagner Lumber Company (South Stub), 1900 class may use not exceed 5 miles per hour.
 SULLIVAN ILL. IC Connection may be used by 1900 class engines, not to exceed 5 miles per hour.
 PANA Pana Coal Company tracks. IC Connection may be used by 1900 class engines, not to exceed 5 miles per hour.
 SALEM B. & O. Connection may be used to clearance points back of turnout on two tracks used as delivery and receiving tracks.
 MT. VERNON ILL. Mt. Vernon Car Mfg., Co., tracks. J. P. Devine Mfg., Co., tracks. Moss Tie Co., Plant. MP and JSW Connections. Tracks 1 and 2 in northeast angle Southern connection may be used by 1900 class engines, not to exceed 5 miles per hour.
 W. FRANKFORT West Mine and Old Ben No. 15 leads.
 1900 class engines may use tracks serving Mines 18 and 19 and Old Ben No. 8 mine tracks.
 MARION House track may be used by 1900 class engines must be operated carefully over this track account little clearance between Engine and Freight House platform.
 CHASCO Engines of the 1900 class may use lead to point 40 feet north of tipple and may use empty track a sufficient distance to place empties over summit of hump.

STOCK DRENCHERS

Coaler, Brewer, Sullivan, Alice, Hall, Goreville.

CHANGES IN RULES IN BOOK OF RULES

- a-General Orders—Pages 10—11—12. Conductors and enginemen will sign only such general orders as affect the territory where they are qualified to operate, as shown on their examination certificate.
- b-Telegraph Bulletins—Page 13. When authorized by train dispatcher, operators may display train order signal in caution indication and deliver telegraph bulletins by hoop without reading to conductor or engineman and without requiring signature and when so delivered the responsibility for correctness of manifold copies will rest with the operator.
- c-Definitions Page 14.
 Division—This definition is eliminated.
 District—A portion of a railroad designated by time table.
 Markers—Lamps of prescribed color and construction indicating the rear of train.
- d-Rule O—Riding leading foot board of engine or tender; riding on engine pilot between stations, or from one yard or part of yard to another yard or part of yard, where necessary to pass over street crossings; getting on and off moving engines or cars, except at a safe speed; going between or closely in front of moving engines or cars, and all similar imprudences are dangerous and are hereby prohibited.
- e-Rule 4a—Notice of a new time table and supplements there to will be posted by General Order at least seventy-two hours prior to its taking effect. Trainmen and enginemen must inquire for and know that they have the current time tables. Conductors and enginemen must know that brakemen and firemen have current time tables before commencing each trip. Yard-masters must know that each yard conductor and yard engineman has current time table.
- f-Rule 6—"c" conditional stop.
- g-Rule 14 (n)—Two long, one short and one long.
 Add to paragraph (p) of Rule 14, the words: (See Rule 90a).
 Eliminate the last two lines, page 22, rule 14, reading: "Should the engineman fail to correctly sound 14(p) approaching a meeting point, trainmen must stop the train."
 Addition to Rule 16: (g) _____ Approaching meeting or waiting points. (See Rule 90a).

CHANGES IN RULES IN BOOK OF RULES—Continued

- i—Rule 17—First paragraph—A headlight must be displayed to the front of every train by night, but must be extinguished when the train is standing clear of the main track to meet another train or is standing to meet trains at the end of double track or at junctions, until the rear of the train to be met has passed
- j—Rule 19—Passenger Trains, by day two marker lamps, one on each side, instead of green flags. Marker lamps must be placed in the hood bracket on all cars having observation end. Platform marker lamp is discontinued.
Freight Trains, by day two marker lamps, one on each side, instead of green flags. Cupola marker lamp is discontinued.
Rule 19 and diagrams pages 113, 114 and 115. Nos. 98 and 99 marker lamps show red to rear and yellow to side and front. When clear of main track marker lamps will not be lighted.
- k—Rule 33—Watchmen stationed at street or highway crossings, must use stop signals when necessary to stop trains. They will use the stop discs by day and red lights by night to stop highway traffic.
- l—Rule 83—On single track a train must not leave its initial station on any district, or a junction, or pass from double to single track, until it has been ascertained whether trains due, which are superior, or of the same class, have arrived or departed.
- m—Rule 90a—When meeting by train order or waiting for time to leave, unless otherwise provided, the superior train must wait clear of the switch to be used by the inferior train in taking the siding, and if the train to wait on the main track is the first to arrive, the switch must be promptly set for opposing train to take the siding.
On trains equipped with communicating signal system, the conductor must give signal 16(g) to the engineman one (1) mile preceding the point where by train order it is to meet an opposing train or comply with a wait or run late order. The engineman will immediately reply with signal 14(p).
After giving the signal and receiving the answer by whistle from the engine (or failing to hear the signal distinctly) the conductor will give his undivided attention to the meeting point and if engineman fails to prepare to stop short of the fouling point, the conductor will take immediate action to stop the train.
Enginemen of other trains must give the signal as per rule 14(p) under the same conditions.
Should the engineman fail to give this signal or fail to prepare to stop short of fouling point, the conductor and/or trainmen must take immediate action to stop the train.
Failure to give these signals will not relieve conductors or enginemen of responsibility.
- n—Rule 93—Yard limits are indicated by yard limit signs and by district instructions in time table. Within yard limits the main tracks may be used, clearing first and second class trains as per rules 86 and 87. Third class and extra trains, road engines, yard engines and motors must move on either main track within yard limits under such control as will prevent accident and must not exceed five (5) miles per hour unless the main track is seen or known to be clear, and such movements will be made without clearing or protecting against each other. First and second class trains running against the current of traffic must move within yard limits prepared to stop unless the main track is seen or known to be clear.
- o—Rule 97—Clearance blank A is authority for a regular train (not a section) to use its schedule over more than one district.
- p—Rule 103-B applies within yard limits except when in charge of a crew or otherwise protected.
- q—Rule 119—Trains receiving 19 Order reduce speed to twenty-five (25) M. P. H., to insure delivery with safety. If orders are missed by enginemen or trainmen, the train must be stopped until copies of the train orders are obtained. (See Rule 90-A.)
- r—Rule 206—First paragraph—In train orders regular trains will be designated as "No. 10" and sections as "Second 10," adding engine numbers. Extra trains will be designated by engine numbers and the direction as "Extra 798 north or south." Trains named in train orders must be identified by engine number. A hand signal from a train is not sufficient identification for safety and must not be accepted as identification.
- s—Form D-R. Page 52. Last paragraph is cancelled.
- t—Rule 211—Second paragraph—Where automatic block system is not in use the "19" form of train order must not be used to restrict the right, superiority or movement of a train unless the movement is also protected by the intermediate order on form "31" addressed to the operator and the train to be restricted.
Where automatic block system is in use the "19" form of train order may be used to restrict the right, superiority or movement of a train except as follows:
 - (a) When the superior train is to receive the order at meeting or waiting point.
 - (b) To protect movements against the current of traffic.
 - (c) Ft. Branch northward trains receiving train orders restricting their rights, superiority or movement at Mt. Vernon Jet.

Princeton restricting their rights, superiority or movement at Gibson; Farmersburg restricting their rights, superiority or movement at Seifert; Baker restricting their rights, superiority or movement between Baker and Terre Haute. Engineers may sign the order for both passenger and freight trains and the order may be delivered to the engineer and hooped to the conductor of train.

- u—Rule 221—When a train order or telegraph bulletin is to be delivered where the normal position of the signal is clear, the operator must display the stop indication and respond "SD" before taking the order or telegraph bulletin. After 19 form order is repeated completed by train dispatcher and ready for delivery, the operator will then place the train order signal in caution or diagonal position.
- v—Rule 317—Third paragraph—A passenger train following a freight train into a block must be spaced five minutes behind such freight train.
- w—Rule 365—When a train takes siding or otherwise clears the main track, conductor must promptly report when clear of block and the train must not again enter a block or foul the main track until engineman has received permission from the signalman.
On single track, a train taking siding at a closed block station must be clear with switch closed and report clear before an opposing superior train is due to leave the next open block station ahead, unless otherwise provided.
A train having passed 200 feet beyond the block signal must not back into that block without permission from the signalman.
- x—Rules 501 and 601 and diagrams Pages 102 and 103. Name "Caution Signal" changed to "Approach Signal." Approach Signal means proceed not to exceed one-half the maximum speed authorized at point involved, not exceeding 30 miles per hour, prepared to stop at next signal.
Rule 509—When a train is stopped by a block signal on single track and it is possible to contact dispatcher and there is no opposing train causing signal to be in stop position, dispatcher may authorize train to proceed at not to exceed ten (10) miles per hour, expecting to find open switch, broken rail, train ahead, or some other obstruction. When train arrives at signal displaying a proceed indication, normal speed may be resumed.
Block card form will be available at telephones which should be used as authority to proceed when authorized by dispatcher. Strict compliance with instructions on block card form will be required.
If it is not possible to contact dispatcher at point where block signal is in stop position, flag protection must be given in accordance with Rule 509 in Book of Rules until contact can be made and authority secured to proceed in the manner mentioned above.
- y—Rule 601 and diagram Page 105. Aspects and indications of dwarf signals at interlocking plants are:

Aspect	Indication	Name
Red (Arm Horizontal)	Stop	Stop
Yellow (Arm Diagonal)	Proceed prepared to stop short of train ahead, obstruction or switch not properly lined and look out for broken rail.	Restricting
Green (Steady light or arm vertical)	Proceed, not exceeding ten (10) miles per hour within interlocking limits.	Slow-Clear
Green (flashing light)	Proceed	Clear

z—Rule 671—High home signals at interlocking plants such as Spring Hill are equipped with a third signal unit known as a "Call-On Signal." Approach indication of a "Call-On Signal" indicates the interlocking route is properly set but block is occupied. Trains must stop and may then proceed under automatic block signal rules.

ENGINE RATING (Tons)

ENGINES		DANVILLE AND ST. LOUIS DISTRICTS			WESTVILLE DISTRICT		EVANSVILLE DISTRICT				
		Northward		Southward	Northward	Southward	Northward			Southward	
Group	Nos.	Brewer to Yard Center	Villa Grove to Yard Center	Yard Center to Brewer or Villa Grove	Villa Grove to Danville	Danville to Villa Grove	Evansville to Vincennes and Mt. Vernon Branch	Vincennes to Seifert	Seifert and Terre Haute to Brewer	Brewer to Terre Haute	Terre Haute to Evansville and Mt. Vernon Branch
A	{ 1900—1924 # 1940—1959	4900	4900	3800	3000	2800	3000	3200	4200	4200	3000
B	1925—1939	4400	4400	3300	2700	2500	2700	2900	3800	3800	2700
C	840—965	3100	3100	2400	1900	1800	1900	2000	2700	2700	1900

ENGINES		ST. LOUIS DISTRICT			SALEM DISTRICT							
		Southward	Northward		Southward				Northward			
Group	Nos.	Villa Grove to Mitchell Yard	Mitchell Yard to Hall	Hall to Villa Grove	Hall to Salem Yard	Salem Yard to West Frankfort	West Frankfort to Cypress	Cypress to Chaffee	Chaffee to Cypress	Cypress to West Frankfort	West Frankfort to Salem Yard	Salem Yard to Hall
A	1900—1924	3200	3200	4200	3600	3100	2100	3000	4200	2100	3000	3600
B	1940—1959	3400	3400	4400	3800	3300	2250	3400	4500	2250	3200	3800
C	1925—1939	3200	3200	4200	3600	3100	2100	3000	4200	2100	3000	3600
	840—965	2100	2100	3100	2100	1800	1250	1900	2800	1250	1800	2100

Rating to be computed on actual gross weight of car and contents or stenciled weight of empty car.
 Trains handle rating as above, unless otherwise instructed. Reductions account temperature will be authorized by chief train dispatcher.
 When total in train is 25 tons or more below the rating an additional car will be handled.
 Through Freight and special movement trains will be given rating by chief train dispatcher.
 # Rating Engs. 1900 to 1924: Villa Grove to Yard Center 3900.

STATIONS AND TRACKS NOT ON SCHEDULE PAGES

DANVILLE DISTRICT					SALEM DISTRICT			
Mile from Chgo.	STATION NAME	Station No.	Mile from Chgo.	STATION NAME	Station No.	Mile from Chgo.	STATION NAME	Station No.
52.8	Laws Switch.....	53	90.6	Crawford Switch...	F90	276.9	JSW RR.....	C277
55.5	Koster.....	55				304.5	Orient Jct. Branch.....	C306
						306.4	Old Ben 15.....	C309
						308.8	Jenkins Spur.....	C318
						317.7	Tie Plant.....	C349
						349.3	Oberts.....	C368
						368.4	Cox.....	J351
						350.8	Mains Spur.....	
EVANSVILLE DISTRICT					ST. LOUIS DISTRICT			
138.1	Dickason Pit.....	138		Sullivan County Branch		116.5	Dailey.....	C117
151.4	Worthy.....	151				124.7	Pauline.....	C125
159.8	Standard Pit.....	161						
186.2	Young.....	186						
196.8	Standard.....	197		Peerless, MINE, CMS&P&PRR.....	P 205			
244.4	Bald Hill Cut-off.....	244						
273.6	Stacer.....	274						
283.0	Straight Line Jct.....	283						
*151.0	Dana.....	N152						
WESTVILLE DISTRICT								
						126.5	Maring.....	W127

*Dana—Located at intersection of State Highway Route 63 and lead to Wabash River Ordnance Works.

HELP PREVENT CLAIMS—PLEASE!

TRAIN ORDER OR BLOCK STATIONS ARE OPEN ONLY AS FOLLOWS:

DANVILLE DISTRICT

	Week Days	Sundays	Holidays
Coaler.....	9.00 PM to 5.00 AM.....	9.00 PM to 5.00 AM.....	9.00 PM to 5.00 AM
Milford.....	6.30 AM to 2.30 PM.....	6.30 AM to 2.30 PM.....	6.30 AM to 2.30 PM
Wellington.....	7.00 AM to 4.00 PM.....		
Bismarck.....	7.30 AM to 4.30 PM.....		

EVANSVILLE DISTRICT

	Week Days	Sundays	Holidays
Baker.....	{ 7.30 AM to 3.30 PM..... 9.00 PM to 5.00 AM.....	{ 7.30 AM to 3.30 PM..... 9.00 PM to 5.00 AM.....	{ 7.30 AM to 3.30 PM 9.00 PM to 5.00 AM
Shelburn.....	8.00 AM to 5.00 PM.....		1.30 PM to 3.30 PM
Carlisle.....	{ 8.00 AM to 4.00 PM..... 11.00 PM to 7.00 AM.....	{ 8.00 AM to 4.00 PM..... 11.00 PM to 7.00 AM.....	{ 8.00 AM to 4.00 PM 11.00 PM to 7.00 AM
Oaktown.....	7.00 AM to 11.00 PM.....	3.00 PM to 11.00 PM.....	3.00 PM to 11.00 PM
Emison.....	{ 8.00 AM to 4.00 PM..... 11.00 PM to 7.00 AM.....	{ 8.00 AM to 4.00 PM..... 11.00 PM to 7.00 AM.....	{ 8.00 AM to 4.00 PM 11.00 PM to 7.00 AM
Hazleton.....	8.00 AM to 5.00 PM.....	8.00 AM to 5.00 PM.....	8.00 AM to 5.00 PM
Fort Branch.....	6.30 AM to 10.00 PM.....	6.30 AM to 10.00 PM.....	6.30 AM to 10.00 PM
Haubstadt.....	8.00 AM to 5.00 PM.....		
Owensville.....	9.00 AM to 6.00 PM.....		
Cynthiana.....	9.00 AM to 6.00 PM.....		
Poseyville.....	9.00 AM to 6.00 PM.....		
Wadesville.....	9.00 AM to 6.00 PM.....		
Mt. Vernon.....	8.00 AM to 5.00 PM.....		

ST. LOUIS DISTRICT

Bryce.....	8.00 AM to 5.00 PM.....		8.00 AM to 5.00 PM
Fountain Creek.....	8.00 AM to 5.00 PM.....		8.00 AM to 5.00 PM
Ellis.....	8.00 AM to 5.00 PM.....		8.00 AM to 5.00 PM
Gerald.....	{ 8.00 AM to 4.00 PM..... 8.30 PM to 4.30 AM.....	{ 8.00 AM to 4.00 PM..... 8.30 PM to 4.30 AM.....	{ 8.00 AM to 4.00 PM 8.30 PM to 4.30 AM
Royal.....	7.30 AM to 4.30 PM.....		7.30 AM to 4.30 PM
Block.....	{ 7.00 AM to 3.00 PM..... 9.00 PM to 5.00 AM.....	{ 7.00 AM to 3.00 PM..... 9.00 PM to 5.00 AM.....	{ 7.00 AM to 3.00 PM 9.00 PM to 5.00 AM
Bongard.....	7.30 AM to 4.30 PM.....		7.30 AM to 4.30 PM
West Ridge.....	7.30 AM to 4.30 PM.....		
Bourbon.....	7.00 AM to 4.00 PM.....		10.15 AM to 12.15 PM 3.00 PM to 5.00 PM
Cadwell.....	8.00 AM to 5.00 PM.....		10.15 AM to 12.15 PM 3.00 PM to 5.00 PM
Westervelt.....	7.30 AM to 4.30 PM.....		10.00 AM to 12.01 PM 2.30 PM to 4.30 PM
Dollville.....	8.30 AM to 5.30 PM.....		

SALEM DISTRICT

Altamont.....	9.00 AM to 6.00 PM.....	9.00 AM to 6.00 PM.....	9.00 AM to 6.00 PM
Loogootee.....	8.15 AM to 5.15 PM.....		
St. Peter.....	8.00 AM to 5.00 PM.....		
Kell.....	6.15 AM to 3.15 PM.....		
Ina.....	6.50 AM to 3.50 PM.....		
Benton.....	2.00 PM to 10.00 PM.....	7.00 PM to 9.00 PM.....	7.00 PM to 9.00 PM
Johnston City.....	{ 7.45 AM to 4.45 PM..... 7.00 PM to 9.00 PM.....	{ 7.45 AM to 9.45 AM..... 7.00 PM to 9.00 PM.....	{ 7.45 AM to 9.45 AM 7.00 PM to 9.00 PM
Marion.....	1.00 PM to 9.00 PM.....	7.00 PM to 9.00 PM.....	7.00 PM to 9.00 PM
Neilson.....	8.30 AM to 5.30 PM.....	8.30 AM to 5.30 PM.....	8.30 AM to 5.30 PM
Goreville.....	7.00 AM to 4.00 PM.....		
WV Tower.....	8.30 AM to 5.30 PM.....	8.30 AM to 5.30 PM.....	8.30 AM to 5.30 PM
Cypress.....	8.00 AM to 5.00 PM.....	8.00 AM to 5.00 PM.....	8.00 AM to 5.00 PM
Olive Branch.....	9.00 AM to 6.00 PM.....		
Karnak.....	7.00 AM to 4.00 PM.....		
Joppa.....	7.00 AM to 4.00 PM.....		
Thebes.....	7.15 AM to 4.15 PM.....	7.15 AM to 4.15 PM.....	7.15 AM to 4.15 PM

WESTVILLE DISTRICT

Grape Creek.....	8.00 AM to 5.00 PM.....		
Indianola.....	7.00 AM to 4.00 PM.....		
Sidell.....	7.00 AM to 4.00 PM.....		
Allerton.....	7.00 AM to 4.00 PM.....		12.30 PM to 2.30 PM
Broadlands.....	7.00 AM to 4.00 PM.....		
Longview.....	7.00 AM to 4.00 PM.....		12.30 PM to 2.30 PM
Fairland.....	7.00 AM to 4.00 PM.....		

For the information of employes, train 98 will leave Evansville and train 99 will leave Chicago on the following days only, but this information will not be authority to disregard the daily schedules of such trains:

No. 98—June	—1946—30
July	—1946—3-6-9-12-15-18-21-24-27-30
August	—1946—2-5-8-11-14-17-20-23-26-29
September	—1946—1-4-7-10-13-16-19-22-25-28
October	—1946—1-4-7-10-13-16-19-22-25-28-31
November	—1946—3-6-9-12-15-18-21-24-27-30
December	—1946—3-6-9-12-15-18-21-24-27-30

No. 99—July	—1946—1-4-7-10-13-16-19-22-25-28-31
August	—1946—3-6-9-12-15-18-21-24-27-30
September	—1946—2-5-8-11-14-17-20-23-26-29
October	—1946—2-5-8-11-14-17-20-23-26-29
November	—1946—1-4-7-10-13-16-19-22-25-28
December	—1946—1-4-7-10-13-16-19-22-25-28-31

SURGEONS

Name	Location	OFFICE		RESIDENCE	
		Street	Phone	Street	Phone
Dr. Ray S. Westline, Chief Surgeon	Chicago	334 W. 63rd St.	WEN. 1031 NOR. 0342	5842 Stoney Island Ave.	DOR. 3309
Dr. E. L. Arensdorf, Asst. Chief Surgeon	Chicago	334 W. 63rd St.	WEN. 1031	8209 Rhodes Ave.	RAD. 1217
Dr. E. C. Holmblad	Chicago	28 E. Jackson	HAR. 1774	654 Downer Pl.	AUR. 2-1750
Dr. Chas. F. Clayton	Chicago	10827 S. State St.	PUL. 0138	10827 S. State St.	PUL. 0138
Dr. J. A. Kollar	Dolton	13750 Leyden Ave.	Interocean 9718	13845 S. State St., Riverdale	2
Dr. Frances J. Armbruster, Local Surgeon	Chicago Heights	1650 Halsted St.	2833	20237 Emerald Ave.	2831
Dr. Charles H. Ruch	Momence	33 Dixie Highway	80	216 W. Second St.	81
Dr. L. L. Bell	St. Anne	Railroad St.	130	Sheffield Ave.	116
Dr. G. W. Ross	Watseka	120 S. 4th St.	16	438 S. 4th St.	135
Dr. E. Forest Hardien	Watseka	4th and Cherry Sts.	Main 2	211 E. Locust St.	Main 2
Dr. A. L. Green	Milford	6 E. Jones St.	2 R 7	412 E. Jones	3 R 7
Dr. W. R. Roberts	Cissna Park		47		108
Dr. E. L. Roberts	Cissna Park		47		133
Dr. R. G. Kline	Hoopeston	202½ E. Main St.	236	859 E. Lincoln	155
Dr. R. P. Donovan	Rossville	607 E. Penn. Hoopeston	800	607 E. Penn., Hoopeston	800
Dr. O. P. Donovan	Bismarck	Market Place		South St.	52
Dr. Melvin L. Hole, Dist. Surgeon	Danville	Daniel Bldg.	399	1414 N. Franklin St.	1470
Dr. J. S. Curtis, Asst. Dist. Surgeon	Danville	30 N. Gilbert St.	221	30 N. Gilbert St.	3733
Dr. James E. McKibben, Local Surgeon	Danville	301 Daniel Bldg.	3617	1325 Harmon	1438
Dr. O. E. Fink, Oculist	Danville	9 W. Madison	861	104 E. Winter	5209W
Dr. W. A. Johnson	Perrysville		33		9
Dr. Ralph E. Brown	Cayuga	Curtis St.	263	Curtis St.	263
Dr. J. L. Saunders	Newport	S. W. Corner Public Sq.	83	S. W. Corner Public Sq.	83
Dr. Paul B. Casebeer, Local Suregon	Clinton	249 S. Main St.	123	844 S. Fourth St.	124
Dr. C. C. Sourwine	Brazil	1½ E. National Ave.	401	141 N. Walnut St.	458
Dr. M. C. Topping, Dist. Surg.	Terre Haute	505 Tribune Bldg.	C-2652	152 Monterey Ave.	C-8983
Dr. Albert M. Mitchell, Acting Asst. Surgeon	Terre Haute	503 Tribune Bldg.	C-5652	333 S. 22nd St.	C-2193
Dr. W. E. Stewart, Oculist	Terre Haute	402-493 Tribune Bldg.	Crawford 4003	2130 S. Center St.	C-1656 and C-8624
Dr. J. P. Oliphant	Farmersburg	Main St.	89-A	Heap St.	89-B
Dr. C. F. Briggs	Sullivan, Ind.	114 S. Court	263	302 W. Washington	306
Dr. J. Stanley Brown	Carlisle	U. S. Highway No. 41	Main 4	U. S. Highway No. 41	Main 100
Dr. E. W. Beckes	Vincennes	414 Broadway St.	2054	220 N. Fifth St.	1210
Dr. H. M. Arthur	Hazleton	Main St.	362	Main St.	363
Dr. O. T. Brazelton	Princeton	114 South Hart St.	647	505 South Main St.	647
Dr. J. R. Montgomery	Owensville		79 F 3		79 F 4
Dr. S. W. Boren	Poseyville	Locust St.	24-1	Fletchall Ave.	24-3
Dr. Frank W. Oliphant	Mt. Vernon, Ind.	Seventh and Mulberry	180-W	Seventh and Mulberry	180-W
Dr. W. F. Morris	Ft. Branch	Locust St.	113	Locust St.	113
Dr. J. H. McCool	Evansville	1308 N. Main St.	4-2135	1435 Emmett St.	2-3164
Dr. W. E. McCool, Asst. Dist. Surg.	Evansville	Stringtown Rd.	3-2102	Stringtown Rd.	3-2102
Dr. Wm. H. Field, Oculist	Evansville	124 S. E. First St.	3-0624	110 Walnut St.	3-0650
Dr. Carl C. Dillon	Sidell	Dickerson St.	20 R 2	Gray St.	20 R 3
Dr. J. M. James	Henning	Ross St.	1	Loren St.	7
Dr. P. C. Casto	St. Joseph		2161		2326
Dr. R. W. Taylor, Dist. Surg.	Villa Grove	Post Office Bldg.	63 R 1	112 Vine St.	96
Dr. Walter C. Blaine	Tuscola	200 N. Main St.	75	200 N. Main St.	75
Dr. C. O. Norris	Arthur	S. Vine St.	14	Ash and 2nd Sts.	14 X
Dr. W. B. Kilton	Sullivan, Ill.	15 W. Harrison St.	6112	216 W. Harrison St.	6113
Dr. Chas. H. Huleck	Findlay	Shelbyville	302	2317 N. Broadway	348
Dr. L. H. Miller	Pana	211 S. Locust St.	3582	606 Kitchell Ave.	2750
Dr. C. W. Vaughn	Nokomis	122 W. State St.	8	115 W. Union St.	28
Dr. J. W. Adams	Witt		131		132
Dr. Z. V. Kimball	Hillsboro	104 A. W. Seward St.	92	156 N. Main St.	94
Dr. R. C. Berry	Livingston		3 x 2		3 x 2
Dr. H. P. Reuss, Dist. Surg.	Granite City	1365 A. Neidringhaus Ave.	Tri City 99	2257 Cleveland Blvd.	Tri City 443
Dr. Earl Rice	St. Louis	Room 1736 Railway Exchange Bldg.	Chestnut 5844	77 Mohawk Pl., Clayton, Mo.	Parkview 6356
Dr. Charles H. Hulick	Shelbyville	North Broadway	302	2317 N. Broadway	348
Dr. Duncan Biddlecomb, Asst. Surg.	Shelbyville	2116 W. Main St.	486	2116 W. Main St.	486
Dr. Harry Schumacher	Altamont	Bank Bldg.	94 A	241 N. Second St.	94 B
Dr. A. R. Whitfort	St. Elmo	Main St.	89	Main St.	40
Dr. H. L. Logan, Dist. Surg.	Salem	202 A. W. Main St.	44	420 W. Main St.	128
Dr. Harry G. Thompson	Mt. Vernon, Ill.	113 S. 10th St.	650	324 N. 12th St.	31
Dr. Walter H. Alvis	Benton	Capitol Bldg.	191	310 W. Church St.	432
Dr. C. O. Lane	W. Frankfort	202 Masonic Bldg.	126	1905 E. Main	366
Dr. C. H. Eldridge	W. Frankfort	214 E. Oak	247	214 E. Oak	247
Dr. W. J. Clayton	Johnston City	108 E. Broadway St.	177 R. 2	301 W. 8th St.	177 R 3
Dr. A. N. Baker, Local Surgeon	Marion	200 W. Main	784	500 E. Allen	49 N
Dr. H. A. Felts	Marion	519 S. Market	612	800½ Pub. Square	595
Dr. W. W. Ritchey	Goreville	R. F. D. 4	26 R 3		26 R 2
Dr. William Thomson, Local Surgeon	Cypress			Cypress, Ill.	
Dr. James K. Rosson	Tamms		20		23
Dr. A. Lottman	Olive Branch		7		7
Dr. G. F. Cummings	Joppa	Armstrong Bldg.	404 W 1	803 Girard St.	404 W 2
Dr. G. A. Sample	Chaffee, Mo.	Bank Bldg.	50	S. Third St.	67

LOCATION OF TELEPHONES

Thornton..... On Depot South End	Emison..... North End South End
Chicago Heights.....MC Connection	Maria Creek.... TP 227-38
Heights Yard... South End Yd. Crossover	Smith..... North End South End TP 231-4
Steger..... South End TP 28-32	Vincennes..... North End South End Penna. Crossing
Crete..... In Depot N.E. Siding-33-24	Alice..... North End North Ladder South End
Goodenow..... Crossover	Purcell..... North End South End
Beecher..... On Depot	Volmer..... TP 243-12
Sollitt..... Crossover	Decker..... North End South End
Grant Park.... In Depot TP 43-18	White River Bridge..... North End
Momence Yard. Crossover So. End West Yd. Water crane No. End So. Sdg. So. End So. Sdg.	Hazleton..... North End South End TP 248-33 TP 250-20
Wichert..... In Depot	Miller..... North End South End
St. Anne..... North End	Patoka..... TP 254-9 At Switch TP 256-5
Papineau..... In Depot	Gibson..... North End South End
Martinton..... Outside Wall North End Depot	Princeton..... North End Sou. Transfer Sou. Crossing TP 260-37
Pittwood..... Crossover	King..... North End TP 262-8 Cabin at Highway
Coaler..... Tower, 1st Floor	Mt. Vernon Jct. North Wye South Wye
Watseka..... No. End Storage	Fort Branch... North End South End Emge Switch
Milford..... In Pole Box	Haubstadt.... North End South End
Milford Jct.... Crossover	Ingle..... North End South End TP 277-24
Cissna Jct.... Crossover	Straight Line Jct. In Building
Wellington.... In Depot	Union Track Jct. In Pole Box
Hoopeston.... North Crossover	Otter Creek Jct. Jct. Switch
Rossville..... TP 105-26	Burnett..... In Tower
Rossville Jct. Water Crane	Dixie Line Mine. At Switch
Jordan Creek... Near Pump Station	Brazil..... In Depot
Alvin..... In Depot	Woodland Jct.. Wye Switch
Bismarck.... On Depot	Bryce..... North End South End
West Newell... Crossover	Goodwine..... North End South End
North Yard... North Crossover South of Wabash TP 122-35	Fountain Creek. North End South End
Oaklawn..... North Crossover South Gate	Hustle..... North End South End
Brewer..... Water Tank Yard Office South End Yd. South Crossover	Reilly..... North End South End
Gessie..... Crossover	Ellis..... North End South End
Perrysville.... Crossover	Gerald..... North End South End
Dickason..... North End	Royal..... North End South End
Dickason Pit... At Switch	Glover..... South End
Walnut Grove.. At Tank	Tipton..... TP 129-4
Newport..... On Depot	Rutherford.... Platform
TP 152-9..... In Pole Box	Block..... North End South End
Montezuma.... South of Depot	Bongard..... North End South End
Hillsdale..... North Crossover TP 157-20	Villa Grove Jct. EDT Switch W. Dist.
Jackson..... North Crossover Pole Box	Villa Grove.... South End Ladder
Clinton..... E D T	VE..... In Pole Box
Lyford..... South End North End	Tuscola..... TP 154-9 TP 153-28 South End
Atherton..... North End South End	Arthur..... North End Stock Pen
Dewey..... TP 173-29	
Terre Haute... Hulman St. Freight Depot	
Baker..... South End	
Springhill.... North End	
Auto Sig. 183-36	
Young..... North End	
Pimento..... North End South End	
Seifert..... North End South End	
Standard..... 196 32	
Shelburn..... North End South End	
Sullivan..... North End TP 202-18 IC Crossing	
Paxton..... North End South End	
Carlisle..... North End South End	
Oaktown..... North End South End	

Cadwell..... Depot	V. N. Tower... North End
Bourbon..... Crossover	Ina..... South End
Chippis..... Crossover	Whittington... Freight House
Sullivan..... North End South End Stock Pen IC Xing TP 176-07	Benton..... North End
Kirksville.... TP 179-21	West Frankfort. Round House
Oakaw..... South End Bridge	Orient Mine... At Switch
Hall..... Coal Chute South End Crossover South End Yard	Old Ben No. 8.. At Switch
Findlay..... In Depot	Old Ben No. 15. At Switch
Findlay Jet... Wye Switch	Mene TP 308-30
Westervelt... On Depot South End	Barlow..... North End
Henton..... In Pole Box	Marion..... Tie Plant Switch
Dollville..... North End On Depot	Goreville.... North End
Pana..... Car Inspector's House Caboose Track	Omar..... South End
Hopkins..... In Pole Box	Bruce..... South End
Shelbyville.... South End Bridge	Cypress..... Train Mens Room
Fair Ground... South End	Joppa Jct..... In Pole Box
Clarksburg... South End	Perks..... Water Tank
Moccasin..... South End	Ullin..... South End
Altamont..... South End	Olive Branch... Depot
B&O Interchange.. South End	Thebes..... Depot
St. James..... South End	Gale Jct..... At Switch
St. Elmo..... North End	Riley Track... South End
Loogootee.... Depot	Maring..... At Switch
St. Peter..... South Bend	Grape Creek... North End South End
KJ Tower..... South End Siding	W. R. Tower... North End
Salem Yard... North End	Peabody Jct... At Switch
Salem..... Main St.	Bunsen Switch. At Switch
Cartter..... In Depot	Indianola.... South End
Kell..... In Depot	Sidell Jct..... North Switch South Switch
Texico..... South End	Allerton..... North End
Mt. Vernon... Depot Water Tank	Longview..... South End
	Fairland..... North End
	Villa Grove.... TP 164-21

SIDELL BRANCH

Henning..... On Depot
Jamesburg.... On Depot
Collison..... On Depot
Brothers..... On Depot
Bronson..... At Tower
Ryan..... Near Crossing
Jamaica..... On Depot

C. H. FISCHER, Superintendent Transportation
 W. M. TEMPLETON, Superintendent
 F. J. FREESE, Superintendent Terminals
 H. H. ORR, Superintendent of Safety
 J. T. THEBY, Train Master
 A. CHRISTMAN, Train Master
 RAY HILL, Train Master
 B. BUSH, Road Foreman of Engines
 H. KUHN, Road Foreman of Engines
 E. B. SELSOR, Road Foreman of Engines
 O. P. MATHIS, Train Rule Examiner—Extra Dispatcher
 C. McCLEARY, Train Rule Examiner
 W. R. JOHNSON, Asst. Train Rule Examiner

TRAIN DISPATCHERS

Danville, Evansville, St. Louis (Woodland Jct. to Villa Grove) and Westville Districts
 S. R. DRISKILL, Chief Train Dispatcher
 T. A. ROBERTS, Night Chief Train Dispatcher
 F. J. WEHLING, Asst. Chief Train Dispatcher
 C. E. LEWIS
 M. A. JONES
 J. G. ACKELMIRE
 C. McCLEARY
 J. M. JOHNSON
 W. R. JOHNSON
 C. G. BLACKWELL
 B. P. COOPER
 A. G. NEEL
 C. E. DOWDY
 C. D. WILLIAMS

Salem and St. Louis (Villa Grove to St. Louis) Districts
 W. A. DONAHUE, Chief Train Dispatcher
 C. G. BLACKWELL, Asst. Chief Train Dispatcher
 H. J. WALKER
 O. P. MATHIS
 W. F. ESCUE
 E. W. PERRY
 C. E. DOWDY
 C. D. WILLIAMS
 R. E. DOWDY
 C. C. WELLMAN



CHICAGO & EASTERN ILLINOIS RAILROAD AND CONNECTIONS

Indicates Double Track

