



- 6th Dist.
- 7th Dist.
- Streator Branch
- 9th Dist.
- 13th Dist.
- 10th Dist.
- 11th Dist.
- Champaign Br.
- Sullivan Br.

SAFETY ALWAYS

Safety is of the first importance in the discharge of duty. Obedience to the rules is essential to safety.

Every employe should report promptly to proper person every unsafe condition and practice.

ROAD DIESEL LOCOMOTIVES

To provide greater advance warning to Maintenance of Way Forces the headlight must be displayed, burning bright, to the front of every train by day and by night. When the view is restricted by weather or other unusual conditions enginemen must frequently sound horn.

STOP SIGNALS will be used to notify crews of passing trains of following defective conditions:

HOT JOURNAL

BRAKES STICKING

BROKEN WHEELS

DEFECTIVE TRUCK

DRAGGING BRAKE CONNECTION

**LADING SHIFTED OVER SIDE OR
END OF CAR**

**SWINGING CAR DOOR OR ANY
OTHER DANGEROUS CONDITION**

NOTE:

When practicable, after stop signal is given for hot journal, hold nose with one hand with other hand pointing toward track.

When practicable, after stop signal is given for brakes sticking, shove hands in sliding motion out from body.

DIVISION OFFICERS

C. R. FOUNTAIN.....	Superintendent	Decatur, Ill.
J. T. ORMOND.....	Asst. Superintendent.....	Decatur, Ill.
W. G. BLADES.....	Supt. Chicago Terminal Division	Chicago, Ill.
F. T. SCHMIDT.....	Trainmaster Chicago Terminal Division	Chicago, Ill.
R. E. DOWDY.....	Asst. Trainmaster, Chicago Terminal Division.....	Chicago, Ill.
G. P. HILL.....	Supt. St. Louis Terminal Division	St. Louis, Mo.
R. E. CLARK.....	Trainmaster St. Louis Terminal Division	St. Louis, Mo.
M. P. ANGLIN.....	Asst. Trainmaster St. Louis Terminal Division	St. Louis, Mo.
W. J. CAHILL.....	Asst. Trainmaster, St. Louis Terminal Division	St. Louis, Mo.
W. P. BEESLEY.....	Trainmaster	Decatur, Ill.
C. A. LASCO.....	Trainmaster	Decatur, Ill.
D. C. SORENSON.....	Asst. Trainmaster	Decatur, Ill.
P. E. CLARK.....	Asst. Trainmaster	Decatur, Ill.
N. F. KENNEDY.....	Asst. Trainmaster	Decatur, Ill.
U. F. ROGERS.....	Road Foreman of Engines.....	Decatur, Ill.
P. P. STAATS.....	Road Foreman of Engines.....	Decatur, Ill.
G. K. HARRIS.....	Chief Train Dispatcher.....	Decatur, Ill.
R. ROBERTS.....	Night Chief Train Dispatcher.....	Decatur, Ill.
O. C. SANDBERG.....	Night Chief Train Dispatcher.....	Decatur, Ill.
C. E. INMAN.....	Relief Chief Train Dispatcher.....	Decatur, Ill.

Wabash Railroad Company

DECATUR DIVISION

Time-Table No. 59

IN EFFECT

SUNDAY, AUGUST 23, 1959

AT 12:01 A. M.

Central Standard Time



**PREVIOUS TIME-TABLES ARE VOID AND MUST
BE DESTROYED**

This time-table is for the government and information of employes only. The management reserves the right to vary from it at pleasure.

J. F. NELLIS,
Vice President and General Manager.

J. N. SAILOR
Assistant General Manager.

E. W. NIXON
Assistant General Manager.

R. J. CRIPE
Superintendent Transportation.

C. R. FOUNTAIN
Superintendent.

Huston-Patterson Corp., Decatur, Ill.

CHICAGO TO FORREST—6th District

Distance from Chicago	Time-Table No. 59 In Effect August 23, 1959 STATIONS		Southward Trains										
			FIRST CLASS				SECOND CLASS			THIRD CLASS			
			11	21	13	17	83	99	93	75			
			Banner Blue Daily	Blue Bird Daily	Decatur Express Daily Except Sat-Sun	The Midnight Daily	Red Ball Freight Daily	Red Ball Freight Daily	Red Ball Freight Daily	Local Freight Tuca. Thurs. Sat.			
.....	CHICAGO	.....	AM	PM	PM	PM	.....	.....	.....	.....	.....	.....	.....
4.4	47TH STREET	.....	.....	8 4.49	.....	.....	.....	.....	.....	.....	.....	.....	.....
6.5	ENGLEWOOD	.....	\$11.44	4.44	8 4.54	\$11.29	.....	.....	.....	.....	.....	.....	.....
8.0	W. I. JCT.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
9.8	FOREST HILL	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
10.8	LANDERS	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
12.2	ASHBURN	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
14.8	OAK LAWN	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
16.4	CHICAGO RIDGE	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
17.8	WORTH	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
19.9	PALOS PARK	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
23.2	ORLAND PARK	30	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30.1	MARLEY	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
33.6	STEELE	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
34.6	BRISBANE	115	12.12	5.11	5.45	12.07	1.47	1.39	8.05	1 8.35	.....	.....	.....
39.6	MANHATTAN	112	12.16	5.16	5.50	12.13	2.00	1.55	8.13	1 9.00	.....	.....	.....
42.0	ARSENAL	103	.....	.....	.....	.....	2.07	2.00	8.17	1 9.07	.....	.....	.....
47.0	SYMERTON	75	12.22	5.22	6.03	12.21	2.18	2.10	8.25	1 9.23	.....	.....	.....
51.1	BALLOU	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
52.9	RITCHIE	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
54.2	CUSTER PARK	85	12.28	.....	6.13	12.30	2.36	2.30	8.36	1 9.54	.....	.....	.....
59.8	ESSEX	64	.....	.....	6.19	12.36	2.47	2.42	8.44	110.05	.....	.....	.....
66.0	REDDICK	115	12.38	5.37	6.26	12.42	3.00	2.53	8.53	110.20	.....	.....	.....
72.2	CAMPUS	68	12.43	5.42	6.33	12.48	3.10	3.04	9.02	110.40	.....	.....	.....
76.6	EMINGTON	112	12.47	5.47	6.38	12.53	3.20	3.13	9.08	110.50	.....	.....	.....
82.4	SAUNEMIN	100	12.53	5.52	6.43	12.58	3.37	3.23	9.16	111.00	.....	.....	.....
87.4	WING	54	.....	5.56	6.49	1.03	3.47	3.32	9.25	111.10	.....	.....	.....
92.4	FORREST	s 111	1.06	6.03	6.54	1.10	4.20	3.45	9.35	11.20	.....	.....	.....
			PM	PM	PM	AM	AM	PM	PM	AM	.....	.....	.....
			Daily	Daily	Daily Except Sat-Sun	Daily	Daily	Daily	Daily	Daily	Tuca. Thurs. Sat.	.....	.....
	Scheduled time.....		1:36	1:33	2:14	1:55	4:15	3:44	2:35	4:05	.....	.....	.....
	Average MPH.....		57.7	59.6	41.3	48.2	19.2	21.8	31.5	19.9	.....	.....	.....

Following trains meet on double track between Ashburn and Palos Park:
 No. 11 and No. 74
 No. 99 and No. 74

No. 21 stop on signal at Englewood to receive revenue passengers for Decatur, Taylorville, Litchfield, Granite City and St. Louis and stop at Oak Lawn on Saturday to discharge revenue passengers from Chicago.

No. 13 stop at Halsted St., Racine Ave., Ashland Ave., and Western Ave., stop on signal at Southmoor, 1 mile south of Palos Park and Alpine, 3.3 miles south of Orland Park; and stop at all stations south of Orland Park not covered by other signal stops to receive or discharge revenue passengers.

No. 75 carry passengers.

**Time-Table
No. 59**

In Effect August 23, 1959

STATIONS

Northward Trains

FIRST CLASS

SECOND CLASS

THIRD CLASS

Station number

		12	18	24	10	84	90	74
		Chicago Express	The Midnight	Blue Bird	Banner Blue	Red Ball Freight	Red Ball Freight	Local Freight
		Daily Except Sat-Sun	Daily	Daily	Daily	Daily	Daily	Mon. Wed. Fri.
		AM	AM	PM	PM			
	501	7.10	6.50	2.25	7.15	.....	.....	.....
	505	6.58	.....	.....	.....	.....	.....	.....
	509	6.53	6.35	2.08	7.00	.....	.....	.....
	511	6.50	6.31	2.05	6.57	.....	.....	.....
	.....	6.39	6.24	2.03	6.44	PM	AM	PM
	514	6.36	.....	.....	.....	12.30	12.30	12.35
	515	6.32	6.15	2.00	6.40	11.30	11.24	12.15
	517	6.26	6.09	.....	.....	.....	.....	12.10
	518	6.18	6.05	1.55	6.34	11.20	11.18	12.00
	519	6.15	.....	.....	.....	.....	.....	11.50
	521	6.11	5.55	1.52	6.25	11.00	11.13	11.45
	523	6.05	5.49	.....	.....	.....	.....	11.35
	527	5.44	.....	.....	.....	.....	.....	11.20
	530	5.37	.....	.....	.....	.....	.....	.....
	529	5.34	5.34	1.39	6.13	10.30	10.52	11.05
	531	5.08	5.28	1.35	6.09	10.20	10.45	10.50
	532	.....	.....	.....	.....	10.16	10.42	10.35
	533	4.55	5.20	1.28	6.03	10.08	10.35	10.25
	534	4.45	.....	.....	.....	.....	.....	10.15
	535	4.41	.....	.....	.....	.....	.....	10.10
	538	4.37	5.11	1.20	5.57	9.54	10.25	10.05
	537	4.25	5.05	.....	5.52	9.47	.....	9.55
	539	4.13	4.58	1.10	5.47	9.39	10.10	9.39
	541	4.00	4.50	.....	5.42	9.31	.....	9.25
	543	3.48	4.44	12.59	5.35	9.25	.....	9.15
	545	3.37	4.36	12.53	5.30	9.17	9.50	9.05
	547	3.26	4.28	.....	5.26	9.10	.....	8.55
	549	3.15	4.20	12.45	5.22	9.00	9.35	8.45
		AM	AM	PM	PM	AM	PM	AM
		Daily Except Sat-Sun	Daily	Daily	Daily	Daily	Daily	Mon. Wed. Fri.
	.....	3:55	2:30	1:40	1:53	8:30	2:55	3:50
	.....	23.5	36.9	55.4	49.0	23.3	27.9	21.3

ABS
TCS

ABS

TCS

ABS

DT

DT

Following trains meet on double track between Palos Park and Ashburn:
No. 74 and No. 11
No. 74 and No. 99

No. 12 stop on signal at Alpine, 3.3 miles south of Orland Park and Southmoor, 1 mile south of Palos Park and stop at Western Ave., Ashland Ave., Racine Ave. and Halsted St.
No. 18 stop on signal at Orland Park to discharge revenue passengers from St. Louis or to receive revenue passengers for Chicago and stop on signal at 47th Street to discharge revenue passengers from Orland Park and scheduled stops south thereof and stop on Saturday at Saunemin, Emington, Campus, Reddick, Essex, Custer Park, Manhattan, Orland Park and Oak Lawn to receive and discharge revenue passengers.
No. 24 stop on signal at Forrest to discharge revenue passengers from St. Louis or to receive revenue passengers for Chicago.
No. 74 carry passengers.

FORREST TO BEMENT—7th District

Distance from Chicago	Time-Table No. 59 In Effect August 23, 1959		Southward Trains								
			FIRST CLASS				SECOND CLASS			THIRD CLASS	
			17	11	21	13	83	99	93	75	
			The Midnight	Banner Blue	Blue Bird	Decatur Express	Red Ball Freight	Red Ball Freight	Red Ball Freight	Local Freight	
Daily	Daily	Daily	Daily Except Sat-Sun	Daily	Daily	Daily	Tue. Thurs. Sat.				
AM	PM	PM	PM	AM	PM	PM	AM				
92.4	DN	FORREST	N 106	\$ 1.15	\$ 1.06	\$ 6.03	\$ 6.55	4.20	4.15	9.35	\$11.35
99.4	D	STRAWN	135	1.24	1.14	6.10	7.02	4.32	4.29	9.45	11.50
104.0	D	SIBLEY	112	1.29	1.18	6.14	7.07	4.40	4.38	9.52	12.04
108.9		GARBER									12.12
112.1	DN	GIBSON CITY	106	\$ 1.37	1.25	6.21	\$ 7.16	5.07	5.04	10.05	12.28
116.3		PROCTOR									
120.2	D	FOOSLAND	34				7.25	5.22	5.20	10.17	12.45
123.4	D	LOTUS					7.29				12.52
125.1		OSMAN	160				7.31	5.31	5.29	10.25	12.58
127.3	TCS	BLUE RIDGE					7.34				1.07
131.2		MANSFIELD	34				7.38	5.42	5.40	10.35	1.27
136.1		GALESVILLE					7.43				1.36
139.3		LODGE	165				7.47	5.57	5.55	10.50	1.48
145.0	D	MONTICELLO	40	\$ 2.24	\$ 1.55	6.49	\$ 7.53				2.00
152.3	D	BEMENT		2.37	2.03	6.56	\$ 8.02	6.20	6.20	11.10	2.10
				AM	PM	PM	PM	AM	PM	PM	PM
				Daily	Daily	Daily	Daily Except Sat-Sun	Daily	Daily	Daily	Tue. Thurs. Sat.
		Scheduled time.....		1:22	0:57	0:53	1:07	2:02	2:05	1:35	2:25
		Average MPH.....		43.8	63.0	67.8	53.6	29.1	28.7	37.8	24.7

No. 13 stop on signal at all stations not covered by other signal stops to receive or discharge revenue passengers.

No. 21 stop on signal at Monticello to discharge revenue passengers from Chicago.

No. 75 carry passengers.

Distance from Chicago	SULLIVAN BRANCH 8th District		Station number
152.3	D	BEMENT	131
160.8	D	HAMMOND	471
167.0	D	LOVINGTON	473
175.1	D	SULLIVAN	477

STREATOR BRANCH—7th District

Southward	Distance from Forrest	Time-Table No. 59 In Effect August 23, 1959		Station number	Northward
THIRD CLASS					THIRD CLASS
73					72
Local Freight					Local Freight
Daily Except Sun.			Daily Except Sun.		
AM			AM		
11.15	37.0	D	STREATOR	411	8.30
11.20	35.2		CLAY	412	8.15
11.37	31.2		MANVILLE	413	7.55
11.59	26.3		CORNELL	415	7.35
12.20	21.3		ROWE	417	7.17
12.35	16.8	D	PONTIAC	421	7.05
12.47	12.8		MCDOWELL	423	6.50
12.52	11.0		LODEMIA	425	6.45
1.15	5.6	D	FAIRBURY	429	6.30
1.30		DN	FORREST	549	6.15
PM					AM
Daily Except Sun.					Daily Except Sun.
2:15	Scheduled time.....				2:15
16.4	Average MPH.....				16.4

LIST OF THROUGH TRUSS AND OTHER NON-CLEARANCE BRIDGES, STRUCTURES AND TUNNELS — MAIN TRACKS (Cont'd on page 5)

Structure or Bridge No.	Location	
1035	Palos Park	side
1037A	Palos Park	Overhead
1038A	Palos Park	Overhead
1040A	Palos Park	Overhead
1076	Marley	side
1078	Steele	side
1081	Steele	Overhead
1084	Brisbane	side
1145	Custer Park	Overhead
1149	Custer Park	Overhead
1166	Essex	side
1236	Wing	Overhead
1705	Pontiac	Overhead
1320	Gibson City	side
1326	Proctor	side
1332	Foosland	side
1342	Lotus	side
1352	Blue Ridge	Overhead
1393	Lodge	side
1396	Lodge	side

No. 72 and 73 carry passengers.

Time-Table No. 59 In Effect August 23, 1959 STATIONS		Station number	Northward Trains						
			FIRST CLASS				SECOND CLASS		THIRD CLASS
			12	18	24	10	84	90	74
			Chicago Express	The Midnight	Blue Bird	Banner Blue	Red Ball Freight	Red Ball Freight	Local Freight
		Daily Except Sat-Sun	Daily	Daily	Daily	Daily	Mon. Wed. Fri.		
		AM	AM	PM	PM	AM	PM	AM	
A B S	DN FORREST	549	8 3.05	8 4.17	12.45	8 5.22	9.00	9.35	8 8.30
	D STRAWN	435	1 2.55	4.07	12.39	5.15	8.40	9.24	1 8.10
	D SIBLEY	439	1 2.50	4.01	12.35	5.11	8.33	9.17	1 8.00
	D GARBER	441	1 2.45	.....	.....	.....	.....	.....	1 7.50
DN	GIBSON CITY	443	8 2.41	3.51	12.28	5.04	8.19	9.05	1 7.45
T C S	PROCTOR	446	.....	.....	.....	.....	.....	.....	1 7.35
	D FOOSLAND	447	1 2.32	3.39	.....	.....	8.05	8.54	1 7.30
	D LOTUS	449	1 2.29	.....	.....	.....	.....	.....	1 7.25
	OSMAN	451	1 2.27	3.32	.....	.....	7.57	8.47	1 7.20
	BLUE RIDGE	453	1 2.25	.....	.....	.....	.....	.....	1 7.15
	MANSFIELD	455	8 2.21	3.25	.....	.....	7.47	8.38	1 7.10
	GALESVILLE	457	1 2.16	.....	.....	.....	.....	.....	1 7.00
	LODGE	463	1 2.12	.....	.....	.....	7.35	8.24	1 6.55
	D MONTICELLO	465	8 1.51	3.05	11.59	8 4.35	.....	.....	1 6.45
	D BEMENT	131	8 1.35	2.54	11.52	4.25	7.20	8.09	1 6.30
			AM	AM	AM	PM	AM	PM	AM
			Daily Except Sat-Sun	Daily	Daily	Daily	Daily	Daily	Mon. Wed. Fri.
.....Scheduled time.....			2:03	1:23	0:53	0:57	1:40	1:28	2:00
.....Average MPH.....			39.9	43.3	67.8	63.0	35.9	41.8	29.9

No. 18 stop on signal at Monticello and Gibson City daily to discharge revenue passengers from St. Louis or to receive revenue passenger for Chicago and stop on Saturday at Bement, Monticello, Mansfield, Osman, Foosland, Gibson City and Sibley to receive and discharge revenue passengers.

No. 24 stop on signal at Monticello to discharge revenue passengers from St. Louis.

No. 74 carry passengers.

LIST OF THROUGH TRUSS AND OTHER NON-CLEARANCE BRIDGES, STRUCTURES AND TUNNELS — MAIN TRACKS (Concluded)

Structure of Bridge No.	Location	
1402	Monticello	side
1403	Monticello	side
42A	Sidney	side
55	Philo	side
57A	Tolono	side
63	Sadorus	side
70	Ivesdale	side
700A	Decatur	side
721	Boody	side
853½	Worden	side
854½	Worden	Overhead
868	Carpenter	side
870	Carpenter	side
871	Carpenter	side
873	Carpenter	side
874	Carpenter	side
878	Edwardsville	side
881½	Edwardsville	Overhead
899½	Brooklyn	Overhead
173	Riverton	Overhead
179	Springfield	side
182	Springfield	side
231A	Jacksonville	side
508	Valley City	Overhead
651	Hannibal	Overhead
Tunnel	Hannibal	See Note "A"
279	Meredosia	side
280	Meredosia	side
118	Hamilton	side

Inasmuch as these structures will not clear a man on top of cars or on the side of cars and engines, employes are forbidden to stand on top of, or ride on side ladders of cars, or to hang or lean out from sides of trains or engines when approaching or passing through these bridges, structures and tunnels.

Conductors must not, under any circumstances, attempt to handle cars through these bridges, the lading of which is in excess of clearance.

Attention is directed to the fact that the bridges enumerated cover non-clearance bridges only; numerous other bridges and non-clearance points are covered by special notices or signs with which employes are directed to familiarize themselves. Employes are forbidden to stand on top of, or ride on side ladders of cars, or to hang or lean out from sides of trains or engines when approaching or passing non-clearance points.

NOTE "A"

CLEARANCE—DECATUR TO HANNIBAL INCLUDING HANNIBAL TUNNEL

Maximum height and width of the shipments allowed between Decatur and Hannibal are as follows:

Height above top of rail	Width
18' 9"	4' 0"
18' 6"	7' 9"
18' 0"	10' 2"
17' 0"	11' 10"
16' 9"	12' 0"
3' 0"	12' 0"
2' 0"	11' 5"
1' 0"	10' 7"

Double or triple loads with lading in excess of 60 feet in length must not be moved until special examination made by car department and authority to move received from Superintendent.

TILTON TO DECATUR—9th District

Distance from Detroit	Time-Table No. 59 In Effect August 23, 1959		Capacity sidings in 50 ft. cars exclusive of engine and caboose.	Westward Trains												
				FIRST CLASS						SECOND CLASS					THIRD CLASS	
				17	3	1	11	21	13	93	83	89	99	91	71	75
				The Midnight	St. Louis Limited	Wabash Cannon Ball	Banner Blue	Blue Bird	Decatur Express	Red Ball Freight	Red Ball Freight	Red Ball Freight	Red Ball Freight	Red Ball Freight	Local Freight	Local Freight
Daily	Daily	Daily	Daily	Daily	Daily Except Sat-Sun	Daily	Daily	Daily	Daily	Daily	Tues. Thurs. Sat.	Tues. Thurs. Sat.				
STATIONS																
303.9	A B S } DN	TILTON	D T													
		2.8														
306.7		NT JCT.		AM	PM											
		1.1		3.18	12.50											
307.8	D	CATLIN														
			5.5													
313.3	D	RYAN														
			1.4	139												
314.7	D	FAIRMOUNT														
			6.8													
321.5	D	HOMER														
			6.1	112												
327.6	D	SIDNEY														
			4.6	112												
332.2	D	PHILO														
			5.8	54												
338.0	T C S } DN	TOLONO														
			4.5	268	8 3.53	8 1.20										
342.5	D	SADORUS														
			2.1	60												
345.6	D	SLOAN														
			3.0	142												
348.6	D	IVESDALE														
			6.8	45												
355.4	D	BEMENT		AM		PM	PM	PM	PM	AM	PM		PM			
			8.1		2.37	4.10	1.35	2.03	6.56	8.02	11.10	6.20	8.20	6.20	12.10	
357.5	D	VEECH														
			1.9		2.39	4.12	1.37	2.05	6.58	8.04	11.14	6.24	8.24	6.58	12.14	
359.4	D	MILMINE														
			4.3													
363.7	A B S } DN	CERRO GORDO	D T													
				4.1	47	2.46	4.18	1.42	2.10	7.03	8.11	11.25	6.40	8.35	7.10	12.25
367.8	D	OAKLEY														
			5.1													
372.9	T C S } DN	BRUSH														
			2.7		2.55	4.27	1.50	2.18	7.11	8.21	1.05	8.15	9.20	8.10	1.10	
375.6	DN	DECATUR								AM	AM	AM	PM	AM		
					3.07	4.35	1.55	2.27	7.17	8.27						
				Daily	Daily	Daily	Daily	Daily	Daily Except Sat-Sun	Daily	Daily	Daily	Daily	Daily	Tues. Thurs. Sat.	Tues. Thurs. Sat.
.....Scheduled time.....				0:30	1:17	1:05	0:24	0:21	0:25	1:55	1:55	2:10	1:50	2:10	3:30	0:50
.....Average MPH.....				40.4	55.9	66.2	50.5	57.7	48.4	9.1	9.1	31.8	9.5	31.8	19.7	21.0

No. 13 stop on signal at all stations to receive or discharge revenue passengers.
No. 71 carry passengers.

Following trains meet on double track between Veech and Brush.

No. 17 and No. 18. No. 83 and No. 84. No. 83 and No. 70.
No. 1 and No. 98. No. 83 and No. 74. No. 99 and No. 90.
No. 13 and No. 90.

CHAMPAIGN BRANCH—9th District

Distance from Sidney	Time-Table No. 59 In Effect August 23, 1959		Station number
	STATIONS		
.....	N B S } D	SIDNEY	121
		3.4	
3.4		DEERS	591
		2.9	
6.3	D	MIRA	592
			3.2
9.5		URBANA	552
		2.0	
11.5	D	L. C. JUNCTION	.....
			0.2
11.7		CHAMPAIGN	553
.....Scheduled time.....			
.....Average MPH.....			

SPECIAL INSTRUCTIONS

Between Main Street, Urbana and State Street, Champaign all train and yard movements will be governed by color light automatic signals, in connection with advance indicator signals in accordance with current Champaign Terminal joint time-table.

Car dimensions and gross weights permissible Champaign Branch:

Overall Lengths	Gross Weights	Restrictions
Less than 35 feet.....	200,000 lbs.....	No restrictions
35 to 40 feet.....	225,000 lbs.....	No restrictions
Over 40 feet.....	240,000 lbs.....	No restrictions
Any length less than 40 feet	240,000 lbs.....	Must be placed between empties.

Yard limits at Urbana-Champaign are designated by "Yard Limit" boards.

RAILROAD CROSSINGS AND JUNCTIONS

Urbana—N. Y. C. No Target. Stop.
Champaign—I. C. 0.3 mile east. No derails. Governed by interlocking.

Time-Table No. 59 In Effect August 23, 1959 STATIONS		Station number	Eastward Trains												
			FIRST CLASS						SECOND CLASS					THIRD CLASS	
			12	18	24	4	10	2	82	84	98	90	96	74	70
			Chicago Express Daily Except Sat-Sun	The Midnight Daily	Blue Bird Daily	Wabash Cannon Ball Daily	Banner Blue Daily	Detroit Limited Daily	Red Ball Freight Daily	Red Ball Freight Daily	Red Ball Freight Daily	Red Ball Freight Daily	Red Ball Freight Daily	Local Freight Mon. Wed. Fri.	Local Freight Mon. Wed. Fri.
A B S	DN	TILTON													
		NT JCT.													
		CATLIN													
		RYAN													
		FAIRMOUNT													
		HOMER													
		SIDNEY													
		PHILO													
		TOLONO													
		SADORUS													
A B S	DN	SLOAN													
		IVESDALE													
		BEMENT													
		VEECH													
		MILMINE													
		CERRO GORDO													
		OAKLEY													
		BRUSH													
		DECATUR													
					Daily Except Sat-Sun	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Mon. Wed. Fri.	Mon. Wed. Fri.
			0:30	0:24	0:19	1:07	0:20	1:23	2:00	0:35	2:05	0:39	2:13	0:30	4:00
			40.4	50.5	63.8	64.2	60.6	51.8	34.5	30.0	33.1	31.1	35.0	17.3	

No. 12 stop on signal at Cerro Gordo to receive revenue passengers for Chicago.
 No. 4 stop on signal at Ivesdale, Sadorus, Philo, Sidney, Homer, Fairmont and Catlin to receive or discharge revenue passengers to or from schedule stops.
 No. 70 carry passengers.

Following trains meet on double track between Brush and Veech.
 No. 18 and No. 17. No. 98 and No. 1. No. 74 and No. 83.
 No. 84 and No. 83. No. 90 and No. 99. No. 70 and No. 83.
 No. 90 and No. 13.

EMPLOYEES' HOSPITAL ASSOCIATION

LIST OF HOSPITALS AND SURGEONS

W. E. GOLLINGS, Superintendent, Decatur, Ill.

Decatur hospital.....Dr. D. A. Pence
 Chicago Dispensary.....Dr. V. Taurus, Dr. R. S. Westline
 Forrest dispensary.....Dr. Hulmet Hess, Dr. J. L. Novak
 St. Louis dispensary 634 North Grand Ave.....Dr. V. O. Fish
 Springfield dispensary.....Dr. H. W. Sears

BarryDr. B. J. Rodriguez
 BementDr. Wm. M. Scott
 BowenDr. W. F. Schoenherr
 CarthageDr. J. D. Trotter
 CatlinDr. Fritz Koenig
 Danville.....Dr. H. Williamson, Dr. Donald C. Good
 East St. Louis.....Dr. C. C. Kane
 EdwardsvilleDr. E. Wahl
 Gibson City.....Dr. E. L. Etherton
 Granite City.....Dr. Leo L. Grzesk
 Griggsville.....Dr. Stefan Hyk
 Hannibal.....Dr. H. L. Greene and Dr. Robert J. Lanning
 Homer.....Dr. J. E. Walton
 Jacksonville.....Dr. F. A. Norris
 Keokuk.....Dr. F. L. DeWees

Litchfield.....Dr. C. H. Sihler
 Manhattan.....Dr. Lawrence D. Lee
 Monticello.....Dr. A. D. Furry
 Mt. Olive.....Dr. Frank B. Warner
 Mt. Sterling.....Dr. R. C. McGann
 New Berlin.....Dr. G. H. Wichterman
 New Lenox.....Dr. Leo J. Murskyj
 Palos Heights.....Dr. S. S. Leavitt
 Philo.....Dr. R. C. Hovde and Dr. A. H. Hohf
 Pittsfield.....Dr. M. Schulman
 Pontiac.....Dr. H. L. Parkhill
 Quincy.....Dr. J. F. Merritt
 Saunemin.....Dr. Leo T. Digal
 Sidney.....Dr. Martin Koeck III
 Staunton.....Dr. J. W. Ubben and Dr. J. W. Hawkins
 Stonington.....Dr. I. Del Valle
 Streator.....Dr. Rollin S. Moore
 Taylorville.....Dr. L. C. Young & Dr. J. H. Scofield
 Tolono.....Dr. Glen F. Fishel
 Urbana.....Dr. Lewis T. Gregor
 Venice.....Dr. Jacob R. Chalfin
 Wilmington.....Dr. Chas. R. Wilson

Southward Trains

Time-Table
No. 59

In Effect August 23, 1959

STATIONS

Capacity sidings in 50 ft. cars exclusive of engine and caboose.

FIRST CLASS

SECOND CLASS

THIRD CLASS

3	1	11	21	91	93	89	77
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sun.
AM	PM	PM	PM	AM	AM	AM	AM
DN EAST DECATUR	.....	.....	.....	1.40	2.30	10.00	6.00
375.6 DN DECATUR 0.9	4.45	1.57	2.30	7.20	.....	.....	.....
376.5 MERCER ST. 2.7	4.48	.....	.....	7.22	1.52	2.42	10.12
379.2 KNIGHTS 4.7	.....	.....	.....	.....	1.57	2.47	10.17
383.9 BOODY 5.9	N 99 4.55	.....	2.39	7.29	2.04	2.54	10.24
389.8 BLUE MOUND 5.5	.....	2.10	.....	.....	2.12	3.02	10.32
395.3 STONINGTON 3.9	.....	.....	2.49	7.39	2.19	3.09	10.39
399.2 WILLEYS 4.8	.....	.....	.....	.....	2.24	3.14	10.44
404.0 DN TAYLORVILLE 3.4	S 41 5.12	2.22	2.57	7.47	2.30	3.21	10.50
412.4 PALMER 3.8	.....	.....	.....	.....	2.41	3.34	11.01
416.2 D MORRISONVILLE 6.0	.....	.....	3.09	7.59	2.46	3.40	11.06
422.2 D HARVEL 3.3	N 54	2.37	.....	.....	2.54	3.50	11.14
425.5 A B S RAYMOND 5.3	N 56	5.30	3.17	8.07	2.58	3.55	11.18
430.8 HONEY BEND 5.7	.....	.....	.....	.....	3.05	4.03	11.26
436.5 23 LITCHFIELD 8.1	N S 78 87	5.42	2.49	3.27	8.17	3.14	4.12
444.6 D MT. OLIVE 1.5	.....	.....	.....	.....	3.25	4.26	11.46
446.1 KARNES 4.2	.....	.....	.....	.....	3.27	4.29	11.49
450.3 STAUNTON 1.8	S 109	6.00	3.00	3.40	8.30	3.33	4.36
452.1 DN DECAMP 4.1	.....	.....	.....	.....	3.36	4.39	11.58
456.2 WORDEN 4.3	.....	.....	.....	.....	3.42	4.46	12.04
460.5 CARPENTER 6.6	.....	6.15	.....	8.39	3.49	4.53	12.10
467.1 23 EDWARDSVILLE 7.9	N 45	6.29	3.14	3.55	8.45	4.00	5.05
475.0 MITCHELL 2.5	.....	6.42	.....	4.02	8.52	4.14	5.20
477.5 NAMEOKI 3.0	.....	.....	.....	.....	4.20	5.25	12.46
480.5 DN GRANITE CITY 3.3	S	6.48	3.27	4.08	9.03	4.30	5.50
483.8 DN BROOKLYN 1.2	.....	.....	.....	.....	5.05	6.15	1.30
485.0 BRIDGE JCT. 0.6	.....	Via Merchants Bridge and West Belt	Via Merchants Bridge and West Belt	Via Merchants Bridge and West Belt	Via Merchants Bridge and West Belt	AM	AM
485.6 EAST ST. LOUIS 3.2	.....	.....	.....	.....	.....	.....	.....
488.8 ST. LOUIS	.....	7.40	4.20	4.59	9.55	.....	.....
.....	.....	AM	PM	PM	PM	.....	.....
.....	.....	Daily	Daily	Daily	Daily	Daily	Daily Except Sun.
.....	.....	2:55	2:23	2:29	2:35	3:25	3:45
.....	.....	38.8	47.5	45.5	43.8	32.1	29.3
.....	.....	.....	.....	.....	.....	3:30	4:00
.....	.....	.....	.....	.....	.....	31.4	27.5

DOUBLE TRACK

Time due Delmar

3	1	11	21
AM	PM	PM	PM
7:12	3:52	4:34	9:30

No. 3 stop on signal at Mt. Olive and Staunton to discharge revenue passengers from Chicago and Ft. Wayne or scheduled stops east thereof.

No. 11 stop at Edwardsville and Granite City to discharge revenue passengers.

No. 21 stop on signal at Taylorville, Litchfield, Edwardsville, and Granite City to discharge revenue passengers from Englewood and Chicago, and stop at Taylorville and Litchfield to receive revenue passengers for St. Louis.

No. 1 stop on signal at Taylorville to discharge revenue passengers from Ft. Wayne or scheduled stops east thereof or to receive revenue passengers for Kansas City Train No. 9.

No. 77 carry passengers.

ST. LOUIS TO DECATUR—13th District

Time-Table
No. 59

In Effect August 23, 1959

STATIONS

Northward Trains

FIRST CLASS SECOND CLASS THIRD CLASS

4	10	2	18	82	98	96	76
Blue Bird & Cannon Ball	Banner Blue	Detroit Limited	The Midnight	Red Ball Freight	Red Ball Freight	Red Ball Freight	Local Freight
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sun.
AM	PM	PM	AM	AM	PM	PM	AM

DN	EAST DECATUR	141	.....	.....	.....	.....	.....	.....	.....
DN	DECATUR	141	11.30	4.02	8.55	2.20	.....	.....	.....
	0.9 MERCER ST.	.....	11.27	3.59	8.52	2.15	4.37	12.23	7.08
	2.7 KNIGHTS	266	.....	.....	.....	.....	4.32	12.18	7.03
	4.7 BOODY	267	11.20	3.52	8.45	2.08	4.25	12.10	6.56
D	5.9 BLUE MOUND	269	.....	.....	.....	.....	4.17	12.01	6.48
D	5.5 STONINGTON	271	11.11	3.42	8.36	1.56	4.09	11.54	6.40
	3.9 WILLEYS	273	.....	.....	.....	.....	4.04	11.49	6.34
DN	4.8 TAYLORVILLE	275	\$11.02	\$ 3.34	\$ 8.27	\$ 1.44	3.57	11.43	6.27
	3.4 PALMER	279	.....	3.26	.....	.....	3.46	11.32	6.16
D	3.8 MORRISONVILLE	281	10.51	.....	8.13	1.28	3.41	11.27	6.11
	6.0 HARVEL	283	10.46	3.18	.....	1.23	3.33	11.19	6.03
	3.3 RAYMOND	285	10.43	.....	.....	.....	3.28	11.14	5.58
	5.2 HONEY BEND	287	.....	.....	8.01	1.15	3.21	11.07	5.50
28	5.7 LITCHFIELD	289	\$10.33	\$ 3.05	\$ 7.56	\$ 1.08	3.13	11.00	5.41
D	8.1 MT. OLIVE	291	10.25	2.57	7.45	12.56	3.02	10.50	5.30
	1.5 KARNES	292	.....	.....	.....	.....	2.59	10.47	5.27
	4.2 STAUNTON	293	10.19	2.52	7.40	12.51	2.53	10.41	5.21
DN	1.8 DECAMP	.....	.....	.....	.....	.....	2.50	10.38	5.18
	4.1 WORDEN	295	.....	.....	.....	12.45	2.44	10.32	5.13
	4.3 CARPENTER	297	10.12	.....	7.32	12.41	2.38	10.26	5.07
28	6.6 EDWARDSVILLE	299	10.06	2.37	\$ 7.25	12.33	2.28	10.16	4.58
	7.9 MITCHELL	303	9.59	2.29	7.14	12.22	2.18	10.06	4.48
	2.5 NAMEOKI	305	.....	.....	.....	.....	2.14	10.02	4.44
DN	3.0 GRANITE CITY	307	9.54	2.24	7.09	12.15	2.10	9.57	4.40
DN	3.3 BROOKLYN	310	.....	.....	.....	.....	2.00	9.30	4.30
	1.2 BRIDGE JCT.	.....	.....	.....	.....	.....	AM	AM	PM
	0.6 EAST ST. LOUIS	311	.....	.....	.....	.....	.....	.....	.....
	3.2 ST. LOUIS	601	9.15	1.45	6.30	11.30	.....	.....	.....

DOUBLE TRACK

Scheduled time.....	2:15	2:17	2:25	2:50	3:05	3:05	3:00	4:00
Average MPH.....	50.2	49.6	46.8	39.9	35.6	35.6	36.6	27.5

Time due Delmar

4	10	2	18
AM	PM	PM	PM
9:30	2:00	6:45	11:45

No. 4 stop on signal at Granite City to receive revenue passengers for scheduled stops and at Edwardsville for revenue passengers for Decatur and scheduled stops east and north thereof.
No. 10 stop on signal at Granite City and Edwardsville to receive revenue passengers for Chicago.

No. 2 stop on signal at Granite City to receive revenue passengers for Decatur and scheduled stops east thereof.
No. 18 stop on signal at Granite City and Edwardsville to receive revenue passengers for Chicago.
No. 76 carry passengers.

DECATUR—OUTER DEPOT—10th District

Westward Trains				Distance from Detroit	Time-Table No. 59 In Effect August 23, 1959	STATIONS	Station number	Capacity sidings in 50 ft. cars exclusive of engine and caboose.	Eastward Trains			
THIRD CLASS	SECOND CLASS								SECOND CLASS			THIRD CLASS
73	67	89	91						98	90	82	70
Local Freight Mon. Wed. Fri. AM	Freight Daily PM	Red Ball Freight Daily AM	Red Ball Freight Daily AM						Red Ball Freight Daily PM	Red Ball Freight Daily PM	Red Ball Freight Daily AM	Local Freight Tues. Thurs. Sat. PM
6.30	3.30	10.01	2.45		DN EAST DECATUR	141	.....	12.30	7.10	4.30	12.45
.....	.....	.....	.....	375.6	DN DECATUR	141	.....	.....	.....	.....	.....
6.40	3.40	10.13	2.57	376.5	DN DECATUR 0.9 MERCER STREET	.....	.....	12.05	6.35	3.45	12.30
6.50	.....	.....	.....	382.8	DN HARRISTOWN	145	89	.....	.....	.....	12.10
6.57	.....	.....	.....	387.2	DN NIANTIC	147	.....	.....	.....	.....	11.55
7.05	.....	.....	.....	391.1	DN ILLIOPOLIS	149	117	.....	.....	.....	11.35
7.15	.....	.....	.....	396.8	DN LANESVILLE	151	.....	.....	.....	.....	11.10
7.21	.....	.....	.....	400.0	DN BUFFALO	153	.....	.....	.....	.....	10.55
7.26	.....	.....	.....	402.9	DN DAWSON	155	99	.....	.....	.....	10.40
7.35	.....	.....	.....	407.3	DN RIVERTON	157	.....	.....	.....	.....	10.26
7.43	4.42	11.15	3.59	411.2	DN STARNE	158	144	9.52	5.36	2.38	10.19	
.....	.....	.....	.....	.....	DN SPRINGFIELD	159	.....	.....	.....	.....	.....
7.55	4.52	11.35	4.25	414.7	DN SHOPS	159	.....	9.35	5.26	2.21	10.05
7.59	4.55	11.39	4.29	416.2	DN ILES	.....	111	9.15	5.22	2.06	9.45
8.12	.....	.....	.....	423.0	DN CURRAN	165	112	.....	.....	.....	9.30
8.22	.....	.....	.....	427.3	DN BATES	167	.....	.....	.....	.....	9.20
8.30	.....	.....	.....	430.6	DN NEW BERLIN	169	113	.....	.....	.....	9.10
.....	.....	.....	.....	433.2	DN ISLAND GROVE	171	.....	.....	.....	.....	.....
8.50	.....	.....	.....	437.4	DN ALEXANDER	173	93	.....	.....	.....	8.55
9.00	.....	.....	.....	443.0	DN ARNOLD	176	108	.....	.....	.....	8.42
9.15	5.55	12.39	5.19	447.9	DN JACKSONVILLE	179	65	8.01	4.37	1.16	8.34	
9.25	6.05	12.49	5.29	453.0	DN MARKHAM	181	88	7.52	4.30	1.08	8.24	
9.35	6.15	12.59	5.39	457.9	DN CHAPIN	183	112	7.42	4.20	12.58	8.14	
10.01	6.28	1.13	5.53	465.4	DN BLUFFS	189	127	7.14	4.04	12.35	7.46	
10.08	6.35	1.20	6.01	469.3	DN NAPLES	241	67	7.03	3.57	12.27	7.35	
10.20	6.45	1.30	6.15	473.8	DN VALLEY CITY	243	64	6.52	3.46	12.13	7.24	
10.40	7.08	1.52	6.40	478.7	DN GRIGGSVILLE	245	150	6.40	3.35	12.01	7.12	
10.51	7.15	1.59	6.50	482.1	DN MAYSVILLE	247	18	6.33	3.28	11.54	6.50	
11.10	7.35	2.17	7.12	488.9	DN BAYLIS	253	.....	6.20	3.15	11.40	6.28
11.17	7.40	2.22	7.22	491.2	DN HADLEY	.....	108	6.13	3.11	11.34	6.24
11.34	7.55	2.37	7.43	498.9	DN BARRY	257	.....	5.51	2.54	11.17	6.10
11.37	7.58	2.40	7.46	499.9	DN MAGNER	258	49	5.47	2.52	11.13	6.08	
11.44	8.06	2.48	7.53	502.9	DN KINDERHOOK	259	54	5.40	2.48	11.08	6.02	
12.00	8.10	2.52	7.59	505.7	DN HULLS	261	112	5.30	2.44	11.01	5.56	
12.17	8.24	3.06	8.20	514.1	DN EAST HANNIBAL	263	81	5.14	2.32	10.48	5.43	
12.19	8.28	3.10	8.23	514.4	DN BRIDGE	.....	.....	5.11	2.30	10.46	5.40
12.29	.....	.....	.....	515.7	DN HANNIBAL	265	.....	.....	.....	.....	5.35
12.40	10.10	4.10	9.50	517.8	DN OUTER DEPOT	265	.....	4.55	2.20	10.30	5.30
PM	PM	PM	AM					AM	PM	PM	AM	
6:10 23.0	6:40 21.3	6:09 23.1	7:05 20.0		Scheduled time.....			7:35 18.7	4:50 29.4	6:00 23.7	7:15 19.6	
					Average MPH.....							

Nos. 70 and 73 carry passengers.

Westward	Distance from Detroit	Time-Table No. 59		Station number	Capacity sidings in 50 ft. cars exclusive of engine and caboose.	Eastward
THIRD CLASS		In Effect Aug. 23, 1959				THIRD CLASS
3		STATIONS				12
Local Freight						Local Freight
Daily						Daily
AM						PM
8.15	465.4	DN	BLUFFS	189	127	6.50
			6.0			
f 8.35	471.4	D	MEREDOSIA	191	14	f 6.20
			7.6			
f 8.59	479.0		VERSAILLES	195	12	f 5.49
			6.4			
f 9.19	485.4		HERSMAN	199	.....	f 5.29
			2.6			
f 9.47	488.0	D	MT. STERLING	201	.....	f 5.20
			6.0			
f 10.03	494.0		TIMEWELL	203	.....	f 5.03
			4.9			
f 10.19	498.9	D	CLAYTON	205	13	f 4.50
			3.8			
f 10.30	502.7		BLACKS	221	3	f 4.39
			2.9			
f 10.42	505.6	D	GOLDEN	223	.....	f 4.29
			2.9			
f 10.51	508.5		CHATTON	225	23	f 4.20
			5.8			
f 11.10	514.3	D	BOWEN	227	.....	f 4.06
			4.7			
f 11.23	519.0	D	DENVER	229	.....	f 3.53
			3.9			
f 11.33	522.9		BENTLEY	231	.....	f 3.40
			5.1			
f 11.57	528.0	D	CARTHAGE	233	9	f 3.25
			5.4			
f 12.22	533.4	D	ELVASTON	235	.....	f 3.05
			6.5			
f 12.32	539.9	D	HAMILTON	237	.....	f 2.40
			1.3			
1.30	541.2	DN	KEOKUK	239	.....	2.30
PM						PM
Daily						Daily
5:15	.....	Scheduled time.....		.....	.....	4:20
14.4	.....	Average MPH.....		.....	.....	17.4

No. 3 is superior to No. 12
Nos. 3 and 12 carry passengers.

SPECIAL INSTRUCTIONS

The rules of the Operating Department, (issued in book form) dated October 26, 1958, will govern the rights of trains on this time-table, except as amended or superseded by the following. Every employe whose duties are in any way prescribed by the rules must always have a copy of them at hand.

The officers of this company direct that the time-table, book of rules, general orders and bulletin orders must be rigidly observed and the claim of customary practice at variance therewith will not be accepted as an excuse for violation.

Eastward or northward trains are superior to westward or southward trains of the same class in accordance with Rule S-72.

Trainmasters must require acknowledgement from every conductor and engineman of the receipt of a new time-table, before they are permitted to start out on their run with any train or engine after it has taken effect.

Note carefully that important changes have been made.

A train must not leave its initial station on any district, or other stations prescribed by special instructions without receiving clearance of proper form. If train dispatcher cannot be reached the operator may issue clearance when no orders. Following are initial stations under this rule: Chicago, Landers, Forrest, Streator, Tilton, Brush, East Decatur, Decatur, Brooklyn, St. Louis, Bluffs, Keokuk, Quincy, and Outer Depot.

SPEED OF TRAINS

All trains must run at reduced speed whenever regulations or safety require.

All trains must reduce speed around sharp curves. Following is maximum speed of trains.

PASSENGER TRAINS

6TH, 7TH, 9TH AND 13TH DISTRICTS

78 MPH, or 1 mile in 46 seconds.
75 MPH, or 1 mile in 48 seconds with Class D-17 Engines 484, 485, 486, 487, 488, 489, 494 and 495.
65 MPH, or 1 mile in 56 seconds with Class D-24 engines.
60 MPH, or 1 mile in 1 minute with Class D-15, D-17, (except Engine 484, 485, 486, 487, 488, 489, 494 and 495) D-30 and D-45 Engines.

Passenger trains handling freight cars will be governed same as red ball freight trains.

RED BALL FREIGHT, LOCAL AND MIXED TRAINS

6TH, 7TH, 9TH AND 13TH DISTRICTS

50 MPH, or 1 mile in 1 minute, 12 seconds.

FREIGHT & PASSENGER TRAINS

10TH DISTRICT

50 MPH, or 1 mile in 1 minute, 12 seconds.
40 MPH, or 1 mile in 1 minute, 30 seconds between MP 465, at Bluffs, and MP 472 located 1.8 miles east of Valley City.
35 MPH, or 1 mile in 1 minute, 42 seconds between west switch Markham and MP 465 at Bluffs.
35 MPH, or 1 mile in 1 minute, 42 seconds between MP 472 located 1.8 miles east of Valley City and MP 487 located 5 miles west of Maysville.

Passenger Trains handling Freight cars will be governed same as Red Ball Freight trains.

DEAD FREIGHT TRAINS OR LIGHT ENGINES

ALL DISTRICTS

50 MPH, or 1 mile in 1 minute, 12 seconds, except when handling restricted cars.

Trains, engines and self-propelled equipment must not exceed the following speeds when moving in automatic block signal or traffic control system, through interlocking or approaching highway crossings protected by automatic warning devices—

Single engine or unit of self-propelled equipment.....20 MPH
Two units of engine or cars.....30 MPH
Three units of engines or cars.....40 MPH

Diesels D-20, D-22, or single units of a D-30 or D-45, or A and B unit of a D-45 running backwards must not exceed 25 MPH.

Where district maximum speeds are less they will govern.

BRANCH TRAINS

On the Champaign and Keokuk Branches passenger trains must not exceed 35 MPH; mixed and other freight trains, 25 MPH.

On the Streator Branch, all trains must not exceed 30 MPH between Fairbury and Streator.

On the Sullivan Branch, mixed and other freight trains must not exceed 20 MPH.

On the Pittsfield Branch, all trains must not exceed 25 MPH.

ENGINES HANDLED IN TRAINS

Trains hauling Diesel locomotives in tow will be governed by billing instructions of the manufacturer or foreign railroad for whom we are hauling the locomotive. Where there are no billing instructions or special instructions, trains hauling Diesel locomotives with friction bearings will not exceed 35 MPH and trains hauling Diesel locomotives with roller bearings will not exceed 50 MPH. (Leased switch locomotives 9313 and 9318 when handled in tow will not exceed 20 MPH). Where district maximum speeds are less they will govern.

In cases where it is necessary to tow a Diesel locomotive in a train as a result of a derailment or other damage or defective condition, special instructions will be issued.

Diesel locomotives in multiple (up to 3 units) may be hauled in tow without separation of units. There must not be less than 5 cars between the locomotive handling the train and first locomotive in tow and not less than 5 cars between any 2 locomotives in tow.

Any locomotive in tow must not be carried further than 30 cars from locomotive handling train and not more than 5 locomotives in tow may be handled in one train.

WORK EQUIPMENT HANDLED IN TRAINS

Speed of trains handling following work equipment must not exceed 25 MPH.

American ditcher.	Jordan spreader ditcher.
Pile driver.	Scale test car.
Rail unloader.	Cranes, wrecking or traveling.
Steam shovel and other similar equipment.	

Work equipment will be placed in trains next ahead of caboose.

Note: These instructions will not apply to wrecking derricks when they are handled in wreck train service.

OPERATION OF ELECTRICALLY LOCKED SWITCHES IN ABS TERRITORY

Train or engine desiring to enter electrically locked switches must stop on releasing track instrument about 75 feet ahead of switch. With the lock released the switch can be handled in the regular manner.

Train or engine desiring to leave electrically locked switch must stop clear of track to be entered and trainman must proceed as follows: Unlock and remove padlock, wait until electric lock releases and then operate switch by hand.

When electric lock is out of order, inform the Train Dispatcher and secure authority to break seal. Remove padlock and wait 5 minutes, then lift cover, insert and turn switch key to release lock, then switch may be lined and movement made at restricted speed. When seal has been broken, wire report must be made to Trainmaster.

6TH DISTRICT

Clocks indicating standard time are located in the C. & W. I. train dispatchers' office at Chicago, and in the telegraph offices at Landers and Forrest.

Traffic Control System rules will be in effect between Brisbane and Palos Park.

Trains will be governed by the rules and time-table of the C. & W. I. R. R. between Chicago and W. I. Jct.

The line between W. I. Jct. and Forest Hill Interlocking and between Ashburn Interlocking and Palos Park will be operated as double track in accordance with the rules.

The movement of trains over the single main track between Forest Hill Interlocking and Ashburn Interlocking will be in accordance with Rule 261; under the jurisdiction of the Yardmaster.

When necessary to move against the current of traffic from Palos Park to Chicago Ridge upon instructions from train dispatcher for the movement, a push button located in concrete house at Palos Park must be operated before proceed signal can be displayed for movement over power switch.

All trains will not exceed 40 MPH on main track between Kedzie Avenue viaduct and Western Avenue viaduct, Landers, and will not exceed 30 MPH between home signals, Forest Hill Interlocking and 30 MPH between Home signals at Belt Junction—Loomis Street and 20 MPH on curve between Union Avenue and 74th street.

All train and enginemen will be under the supervision of the Superintendent Chicago Terminal Division between Chicago and Brisbane.

First class trains will register at Chicago, Ashburn, Brisbane, and Forrest. At Ashburn and Brisbane first class trains will register by throwing off OS slip to operator. All other trains will register at Landers, Brisbane and Forrest. At Brisbane all other trains will register by throwing off OS slip to operator.

At Brisbane all southward trains affected will examine register unless given clearance on the register by train dispatcher.

No train order signal Forrest. All trains must receive clearance of proper form.

At Forrest all through trains will register by throwing off OS slip to operator. All trains affected will examine register, unless given clearance on the register by train dispatcher.

Passenger trains must not exceed 55 MPH through the No. 20 turnout at end of double track Palos Park, and all trains must not exceed 15 MPH through all other main track turnouts, or 10 MPH through all other turnouts.

Yard limits at W. I. Jct.-Ashburn are designated by "Yard Limit" boards.

7TH DISTRICT

Clock indicating standard time is located in the telegraph office at Forrest.

Traffic Control System rules will be in effect between South Switch Gibson City and 9th District Jct. Bement.

All trains must not exceed 35 MPH on curve between I.T.C. overhead bridge and junction of 7th and 9th districts at Bement.

Conductors will register at Forrest and Gibson City.

At Forrest all through trains will register by throwing off OS slip to operator. All trains affected will examine register, unless given clearance on the register by train dispatcher.

No train order signal Forrest. All trains must receive clearance of proper form.

At Gibson City all trains will register by throwing off OS slip to operator. All northward trains affected will examine register, unless given clearance on the register by train dispatcher.

Passenger trains must not exceed 55 MPH on main track between home signals Lodge interlocking.

All trains must not exceed 15 MPH through main track turnouts. Movement over dual control switches is governed by signal indication.

All trains must not exceed 10 MPH through all other turnouts.

STREATOR BRANCH — 7TH DISTRICT

Conductors will register at Fairbury and Streator.

Trains will be governed by the rules and time-table of the T. P. & W. R. R. between Forrest and Fairbury.

All trains must not exceed 10 MPH through all turn-outs.

Double-heading is not permitted over Bridge 1705 Pontiac.

Car dimensions and gross weights permissible between Fairbury and Streator.

Overall lengths	Gross Weights	
Less than 35 feet.....	185,000 lbs.....	No restrictions
35 to 40 feet.....	210,000 lbs.....	No restrictions
More than 40 feet.....	220,000 lbs.....	No restrictions
Any length	220,000 lbs.....	Placed between 2 empties

Yard Limits at Honeggers and Streator are designated by "Yard Limit" boards.

SULLIVAN BRANCH — 8TH DISTRICT

All trains must not exceed 5 MPH through all turnouts.

Car dimensions and gross weights permissible between Bement and Sullivan.

Overall lengths	Gross Weights	
Less than 35 feet.....	155,000 lbs.....	No restrictions
35 to 40 feet.....	175,000 lbs.....	No restrictions
More than 40 feet.....	185,000 lbs.....	No restrictions
Any length	190,000 lbs.	Placed between 2 empties

9TH DISTRICT

Clocks indicating standard time are located in telegraph offices at Tilton, Brush, East Decatur, passenger station Decatur, and in enginemen's register room, Decatur Engine-House.

Traffic Control System rules will be in effect between N. T. Jct. and East Bement and over the two main tracks between East Bement and Veech.

Train movements over single main track between Brush Interlocking and Wabic Interlocking will be in accordance with Rule 261.

The line between Tilton and N.T. Jct. and between Veech and Brush will be operated as double track in accordance with the rules.

Passenger trains must not exceed 30 MPH, freight trains 25 MPH through turnout at end of double track N.T. Jct. turnout at East Bement, turnouts at Veech and turnout at end of double track Brush.

All trains must not exceed 15 MPH through all other main track turnouts. Movement over dual control switches is governed by signal indication.

All trains must not exceed 10 MPH through all other turnouts.

Eastward inferior trains passing N.T. Jct. on time of superior trains will move with current of traffic in accordance with Rules 93 and 251 to Tilton where train orders will be issued directing further movement.

When necessary to move against the current of traffic from N.T. Jct. to Tilton, upon instructions from train dispatcher for the movement, a push button located in concrete house at N.T. Jct. must be operated before proceed signal can be displayed for movement over dual control switch. Movement through yard limits to be made in accordance with Rule 93.

Eastward inferior trains departing Brush on time of superior trains will move with current of traffic in accordance with Rules 93 and 251 to Veech.

Westward inferior trains passing Veech on time of superior trains will move with current of traffic in accordance with Rules 93 and 251 to Brush.

Trains performing station work or trains delayed between Veech and Brush will keep informed of the movement of other trains and permit them to pass without delay.

When necessary to make a westward movement to eastward main track at Veech, upon instructions from train dispatcher for the movement, a push button located at telephone near westward home signal must be operated before proceed signal can be displayed for movement over dual control switches. Movement against the current of traffic between Veech and Brush must be controlled by train order.

9th District trains must not exceed 45 MPH between depot Bement and 2,000 feet west of depot Bement.

Conductors will register at Tilton, Brush and Decatur.

At Tilton all through trains will register by throwing off OS slip to operator. All westward trains affected will examine register, unless given clearance on the register by train dispatcher.

Trains arriving or departing Decatur passenger station will register at Decatur passenger station. All other trains will register at Brush.

Trains must not exceed 35 MPH over single main track between Brush interlocking and Wabic interlocking.

All trains must not exceed 15 MPH while any portion of train is moving through Wabic interlocking, Decatur.

Yard limits at Tilton and Decatur are designated by "Yard Limit" boards.

10TH DISTRICT

Clocks indicating standard time are located in the telegraph offices at the passenger station Decatur, East Decatur, Bluffs, Outer Depot and the enginemen's register rooms, Decatur Engine House and Hannibal Engine House.

Conductors will register at East Decatur, Decatur, Starne, Iles, Jacksonville, Outer Depot and Quincy.

Trains arriving or departing Decatur passenger station will register at Decatur passenger station. All other trains will register at East Decatur.

At Starne, Iles and Jacksonville, all trains will register by throwing off OS slip to operator. All westward trains affected will examine register at Starne and Jacksonville and all eastward trains affected will examine register at Iles unless given clearance on the register by train dispatcher.

The line between Decatur and Mercer St. will be operated as double track in accordance with the rules.

All trains must not exceed 15 MPH while any portion of train is moving through Wabic interlocking, Decatur.

Westward trains operating through Mercer St. interlocking must not exceed 20 MPH until after the engine or leading car has passed the junction.

Eastward trains must not exceed 15 MPH while any portion of train is moving through Mercer St. interlocking.

Inferior trains may run ahead of superior trains between Jasper Street and Mercer Street, Decatur, without orders, but must keep advised of their movement and allow them to pass without delay. All trains will move between these points prepared to stop, unless the main track is seen or known to be clear.

All trains must not exceed 10 MPH while any portion of train is on Bridge 508 Illinois River at Valley City.

All trains must not exceed 15 MPH through all main track turnouts, or 10 MPH through all other turnouts.

All trains must not exceed 8 MPH while any portion of train is on Bridge 651, Mississippi River, Hannibal, or while passing through tunnel.

Westward train movements between East Hannibal and Bridge will be in accordance with Rule 261.

All trains must not exceed 25 MPH between Outer Depot and Hannibal.

All trains must not exceed 6 MPH between Wabash Jct. and Quincy.

C B & Q trains will be governed by the rules and time-table of the Wabash R. R. between Bridge and Hulls.

Trains will be governed by the rules and time-table of the C. B. & Q. R. R. between East Hannibal and Wabash Jct.

Yard limits at Decatur, Springfield, East Hannibal-Hannibal-Outer Depot and Quincy are designated by "Yard Limit" boards.

Car dimensions and gross weights permissible between Maysville and Pittsfield:

Overall lengths	Gross Weights	
Less than 35 feet.....	185,000 lbs.....	No restrictions
35 to 40 feet	210,000 lbs.....	No restrictions
More than 40 feet.....	220,000 lbs.....	No restrictions
Any length	220,000 lbs.	Placed between 2 empties

LOCATION OF SPRING SWITCHES

Starne.....	East end of siding
Chapin.....	West end of siding
Bluffs.....	East end of siding
Griggsville.....	East and West end of siding

The normal position of these switches is for Main Track. Movements through these switches must be made as prescribed by Rule 690.

Starne

If leaving signal from passing track continues to display "Stop" in addition to complying with manual block-remote control Rule 19, trainmen must throw switch to reverse position by hand and observe that points are in proper position then train movement can be made at restricted speed as authorized. Trainman must remain at the switch and line switch back to normal position after movement has been completed.

Chapin

Bluffs

Griggsville

If leaving signal from passing track continues to display "STOP" and train has authority to proceed, throw the switch to reverse by hand, observe the points, wait four and one half minutes and if signal does not clear be governed by Rule 509. If authority is received to proceed, a trainman must remain at the spring switch to line switch back to normal position after movement has been completed.

MANUAL BLOCK-REMOTE CONTROL SYSTEM

Between Mercer Street and Starne Between Iles and Jacksonville

- All trains will be governed by timetable, train orders, rules of the Operating Department, effective October 26, 1958, and special instructions, in the territory between East Decatur and Outer Depot, except as hereinafter provided.
- Train movements will be governed by signal indication as provided for under fixed signals pages 73-85 of Rules of the Operating Department.
- Signals governing movements of trains entering blocks are Absolute signals.
- Block signals govern the use of the blocks and trains will move as authorized by train orders and signal indications, which may supersede timetable superiority of trains, but will not dispense with the use or observance of other signals whenever and wherever they may be required.
- Unless otherwise provided, a fixed signal must be used at each train order office, which shall indicate "Stop" when trains are to be stopped for train orders. When there are no orders, the signals must indicate "Proceed" except at interlocking stations, where there is a train order signal operated by the same signalman, such signal must not be changed to display proceed indication for a train, until after the interlocking signal has been changed to permit the train to proceed.

- Trains will maintain their authorized identity and continue the display of classification and marker signals, and respect their scheduled time where shown.
- A train, other than a passenger train, may be permitted to follow a train, other than a passenger train, into a block, if weather conditions are favorable, and curvature, grades and other track conditions warrant.
- When it is necessary to allow more than one train in a block, manual block-remote control system permissive form 1 will be issued by the train dispatcher, and following train must proceed only at restricted speed.
- Train dispatcher issuing manual block-remote control system permissive form 1 to a following train, as prescribed by Rules 7 and 8, will authorize such movement only from one Absolute block signal to the next succeeding Absolute block signal. Train finding any succeeding Absolute block signal displaying "Stop" indication, may proceed only in accordance with Rules 21 and 22.
- Sidings at Harristown, Illiopolis, Dawson, Starne, Iles, Curran, New Berlin, Alexander and Arnold will be used for the meeting or passing of trains. That section of main track between the Absolute signals at the ends of these sidings are Station Blocks.
- STATION BLOCK—A section of main track between the opposing Absolute signals at the ends of sidings.
- BETWEEN STATION BLOCK—A section of main track between the opposing Absolute signals at the ends of sidings between adjacent Station Blocks.
- ABSOLUTE BLOCK SIGNAL—A signal which when not displaying a proceed indication must not be passed without authority from the train dispatcher. A marker disc, letter "A", and absence of number plate indicates that it is an Absolute signal.
- INTERMEDIATE SIGNAL—Any fixed automatic block signal that is equipped with a number plate.
- ENTERING SIGNAL ON MAIN TRACK FOR BETWEEN STATION BLOCK—A train finding signal displaying "Stop" indication may proceed only in accordance with Rules 8, 21 and 22. If signal is displaying a less restrictive indication than "Stop", train may enter and proceed through the block.
- ENTERING SIGNAL FROM SIDING FOR BETWEEN STATION BLOCK—A train finding signal displaying "Stop" indication may proceed only in accordance with Rules 8, 21 and 22. A flashing lunar indication, Rule 296, will be displayed for trainmen to set switch for movement from siding to main track and then upon signal displaying "Proceed" indication, Rule 281, train may enter and proceed through the block.
- ENTERING SIGNAL ON MAIN TRACK FOR STATION BLOCK—A train finding signal displaying "STOP" indication may proceed only in accordance with Rules 8, 21, and 22. A flashing red indication will be displayed on bottom unit, Rule 295, for trainmen to set switch and train must enter siding. A flashing yellow indication on bottom unit, Rule 286 (a), will be displayed for train to proceed on main track preparing to stop at next signal at end of siding; train exceeding medium speed must at once reduce to that speed.
- Intermediate signals will be provided for trains approaching the Station Block. Indications displayed will be in accordance with Rules 281, 285, and 291.
- When a train is stopped by an Absolute signal governing entrance into a Station Block or a Between Station Block and the cause for "Stop" indication is not apparent, the conductor or engineman will communicate with the operator or train dispatcher. If conditions require, the train dispatcher will issue manual block-remote control permissive Form 1, when train may proceed at restricted speed as authorized.

22. When a train is stopped by an Absolute signal and no cause for detaining the train is apparent, if means of communication have failed, the train may proceed, after a thorough understanding between the conductor and engineman, preceded by a flagman a sufficient distance to insure full protection, to the next point of communication, or to the next block signal displaying a more favorable indication than "Stop and proceed," expecting to find another train or obstruction or switch not properly lined, and look out for broken rail. Prompt report must be made to train dispatcher and trainmaster.
23. If head end of train passes a signal at end of siding and then reverse movement is made so train is again in approach to signal, the train dispatcher must be notified at once.
24. Should it become necessary for a train or engine to reverse movement, such movement must be made under flag protection but train must not pass a signal at end of siding in reverse movement without permission from the operator or train dispatcher.
25. To hold main track to do work at stations requiring the train to enter a block permission must be obtained from operator or train dispatcher and train must make first move on signal indication. When conditions require, the train dispatcher will issue manual block-remote control system work permit form 2, which will specify working limits and the time the main track will be used; and the block must be cleared at the time specified.
26. If additional time is required, conductor must, before time limit has expired, report to the operator or train dispatcher for instructions.
27. When work has been completed or train or engine is clear of main track and switch closed and locked, or work permit has expired, report must be made to the operator or train dispatcher, stating circumstances, location of the train or engine, and the governing signal.
28. Trains must not clear main track block at any tracks other than at the sidings specified in the timetable, except in emergency. Trains clearing main track at any other tracks in emergency must, before again occupying main track obtain proper authority from the train dispatcher and then movement made only under flag protection.
29. Eastward trains finding eastward home signal at Jacksonville or Starne interlocking indicating "Stop" and westward trains finding westward home signal at Iles interlocking indicating "Stop," movement must be made in accordance with Interlocking rule 641 of the Rules of the Operating Department effective October 26, 1958 and in addition if movement is to be made on main track, train must proceed only in accordance with Rules 8, 21 and 22.
30. A train entering a block to do work will be governed by signal indication except when block to be entered has been left occupied by a portion of the train doing the work.
31. A train or engine having accepted a proceed indication of an Intermediate signal or of an entering signal for Station Block and is delayed must approach the Absolute signal at end of siding expecting to find that signal displaying its most restrictive indication.
32. Telephones are located at Absolute signals.

KEOKUK BRANCH—11TH DISTRICT

Clocks indicating standard time are located in the telegraph offices at Bluffs and Union Depot Keokuk.

Conductors will register at Bluffs, Elvaston and Keokuk.

All trains must not exceed 10 MPH through all turnouts.

Trains over Bridge 280 over Illinois River at Meredosia will be governed by signals located at east and west end of bridge. Normal position of signals will be at stop. Trains will come to a stop clear of signals and proceed when signals are at clear indication and must not exceed 6 miles an hour while any portion of train is on the bridge. Before placing signals at clear indication for train movement bridge watchman must know that draw is properly closed.

Double-heading is not permitted over Bridge 280, Illinois River at Meredosia.

Train and engine employees are prohibited from handling cars north of the south line of Main St. elevator and river track, Meredosia. Also engine movement is prohibited north of the south line of Main St. by the train and engine crews.

In event it is necessary to move cars that may be north of the south line of Main St. (indicated by clearance sign) train and engine crews must hold on to sufficient cars to prevent engine moving north of the south line of Main St. and train crew must be located on the ground in making the move.

Car dimensions and Gross Weights permissible between Meredosia and Versailles:

Overall lengths	Gross Weights	Restrictions
Less than 35 feet.....	130,000 lbs.....	No restrictions
35 to 40 feet.....	140,000 lbs.....	No restrictions
Over 40 feet.....	155,000 lbs.....	No restrictions
Under 40 feet.....	155,000 lbs.....	Must be between empties
Over 40 feet.....	160,000 lbs.....	Must be between empties and 5 cars back of engine

Car Dimensions and Gross Weights Permissible between Versailles and Elvaston.

Overall lengths	Gross Weights	Restrictions
Less than 35 feet.....	155,000 lbs.....	No restrictions
35 to 40 feet.....	176,000 lbs.....	No restrictions
Over 40 feet.....	185,000 lbs.....	Do not exceed 20 MPH
Any length.....	185,000 lbs.....	Must be between empties and not exceed 20 MPH

Note: The gross weights permissible between Versailles and Elvaston does not in any way modify gross weights permissible over Bridge 280—Meredosia.

Trains will be governed by the rules and time-table of the T. P. & W. R. R. between Elvaston and Hamilton, of the Keokuk Municipal Bridge between Hamilton and Keokuk, and the C. R. I. & P. R. R. and C. B. & Q. R. R. at Keokuk.

13TH DISTRICT

Clocks indicating standard time are located in telegraph offices at Union Station St. Louis, Brooklyn, passenger station Decatur, East Decatur, and enginemen's register room Decatur engine house.

The line between Decatur and Granite City will be operated as double track, in accordance with the rules.

Inferior trains may run ahead of superior trains between Jasper Street and Mercer Street, Decatur, without orders, but will keep advised of their movement and allow them to pass without delay. All trains must move between these points prepared to stop, unless the main track is seen or known to be clear.

Northward trains operating through Mercer St. interlocking, must not exceed 20 MPH until after the engine or leading car has passed the junction. Southward trains must not exceed 15 MPH while any portion of train is moving through Mercer St. interlocking.

All trains must not exceed 15 MPH while any portion of train is moving through Wable Interlocking, Decatur.

All trains must not exceed 15 MPH through main track turnouts, or 10 MPH through all other turnouts.

All train and enginemen will be under the supervision of the Superintendent St. Louis Terminal Division between St. Louis and Mitchell.

Trains operating via Eads Bridge will be governed by the rules and time tables of the Terminal Railroad Association between Bridge Jct. and Union Station, St. Louis. Trains operating via the Merchants Bridge route will be governed by the rules and time-table of the Terminal Railroad Association between Granite City interlocking and Union Station, St. Louis. Trains operating via West Belt route will be governed by the rules and time-table of the Terminal Railroad Association between Granite City interlocking and Page Ave. Jct. and between Grand Ave., interlocking and Union Station, St. Louis, and by the rules and time-table of the Wabash-Moberly Division between Page Ave. Jct. and Grand Ave. interlocking.

Conductors will register at East Decatur, Decatur, Granite City and Brooklyn.

At Decatur all first class trains will register at passenger station freight trains at East Decatur. All southward trains affected will examine register at passenger station, unless given clearance on the register by train dispatcher.

At Granite City, all trains will register by throwing off OS slip to operator. All trains affected will examine register, unless given clearance on the register by train dispatcher.

Yard limits at Decatur, Taylorville, Mitchell-Granite City and Brooklyn are designated by "Yard Limit" boards.

RAILROAD CROSSINGS AND JUNCTIONS

6TH DISTRICT

	Interlockings
W. I. Jct.—C. & W. I.	Attended
Loomis St.—B. R. C.	Attended
Forest Hill—B. & O. C. T. and P. R. R. Derails.	Attended
Landers Jct.—B. R. C.	Unattended
Ashburn—G. T. W.	Attended
Chicago Ridge—I. H. B.	Attended
Palos Park—End double track	TCS
Manhattan—C. M. St. P. & P. Derails.	Attended
Reddick—N. Y. C. Derails.	Attended
Saunemin—I. C.	Unattended
Forrest—T. P. & W.	Attended

7TH DISTRICT

Forrest—T. P. & W.	Attended
Strawn—I. C.	Unattended
Gibson City—I. C. and N. Y. C. & St. L.	Attended
Lotus—I. C.	Unattended
Mansfield—P. & E.	Unattended
Lodge—I. C.	Unattended
Bement—9th District junction	TCS

STREATOR BRANCH—7TH DISTRICT

Fairbury—Junction of T. P. & W. West end of Siding.	Stop	None
Pontiac Jct.—I. C. and G. M. & O.	Unattended	
Streator Jct.—N. Y. C.	Stop	None
Streator—N. Y. C.	Stop	None
Streator—A. T. & S. F.	Unattended	

SULLIVAN BRANCH—8TH DISTRICT

Bement—9th District Jct. Normal position of Switch for 9th District.	Stop	None
Hammond—B. & O. Target diagonal for Wabash trains.	Stop	None
Lovington—P. R. R.	Stop	None

9TH DISTRICT

NT Jct.—End of double track.	TCS	
Sidney-Champaign Branch Jct.	TCS	
Tolono—I. C.	Attended	
Bement—7th District junction.	TCS	
Bement—8th District junction—Normal position of switch for 9th District.	Stop	None
Brush—End of double track		
Entrance to yard	Unattended	
Lukey—0.5 mile west of Brush.		
Yard Crossing	Unattended	
Burwell—0.5 mile west of Lukey.		
Yard Crossing	Unattended	
Staley—22nd Street		
Yard Crossing	Unattended	
Decatur—Wabic—I. C.	Attended	
Diverging route signals Rule 283 or 286 are located at the following points:		
Sidney		
Westward Home Signal East end siding—to Champaign Branch		
Bement		
Eastward Home Signal.....to 7th District.		

10TH DISTRICT

Decatur—Wabic—I. C.	Attended	
Mercer St.—13th dist. junction.	Unattended	
Starne—I. C. and I. T. C.	Attended	
Springfield—C. & I. M.	Attended	
Springfield—I. C.	Unattended	
Iles—G. M. & O.	Attended	
Jacksonville Jct. G. M. & O. and C. B. & Q.	Attended	
Chapin—C. B. & Q.	Unattended	
Bluffs—11th district junction. West end of siding. Normal position of switch for 11th district.	Stop	None
Valley City—Illinois River draw bridge.	Attended	
Maysville—Junction Pittsfield branch. Normal position of switch for main track. Trains from Pittsfield.	Stop	None
Hulls—C. B. & Q.	Unattended	
East Hannibal—East Connection of Junction of C. B. & Q. Normal position of switch for main track. Trains from C. B. & Q. connections.	Stop	None
East Hannibal West Connection—Junction of C. B. & Q.	Unattended	
Hannibal—Mississippi River Draw Bridge and C. B. & Q. Derail.	Attended	
Hannibal—C. B. & Q. Broadway Street.	Stop	None
Hannibal—C. B. & Q. Main St.	Unattended	

KEOKUK BRANCH 11TH DISTRICT

	Interlockings	
Bluffs—10th district junction. West end of siding. Normal position of switch for 11th district.	Stop	None
Meredosia—Illinois River Draw Bridge.	Stop	Attended
Golden—C. B. & Q.	Unattended	
Carthage—C. B. & Q.	Stop	None
Elvaston—Junction of T. P. & W. Normal position of switch for T. P. & W.	Stop	None

13TH DISTRICT

Decatur—Wabic—I. C.	Attended	
Mercer St.—10th district junction.	Unattended	
Boody—Junction of B. & O. Normal position of switch for 13th district. B. & O. trains.	Stop	None
Taylorville—B. & O.	Unattended	
North Litchfield—I. C.	Attended	
Litchfield—C. C. & St. L.	Attended	
Winston—C. B. & Q. Derails.	Attended	
Staunton—No. 14 Mine Lead. Derails.	Unattended	
DeCamp—C. & N. W.	Attended	
Mitchell—A. & S.	Attended	
Granite City—End of Double Track.		
Merchants Bridge Terminal.	Attended	
Brooklyn—Southern. Stop. Target Lights will govern Wabash movements.	None	
Bridge Jct.—N. Y. C. Stop. Lower semaphore arm will govern Wabash movements.	None	
Bridge Jct.—N. Y. C. & St. L. Stop. Upper semaphore arm will govern Wabash movements.	None	
Diverging route signals Rule 283 or 286 are located at the following points:		
Decatur, Ill.—Mercer Street		
Westward Home Signal.....to 13th District		
Granite City		
Southward Home Signal.....to Brooklyn		

STATIONS AND SIDINGS NOT SHOWN,
7TH DISTRICT

Cender Spur—1 mile south of Gibson City; connected north end with electrically locked switch.

STREATOR BRANCH—7TH DISTRICT

Honeggers—station No. 428—0.25 miles west of Fairbury; connected both ends; capacity 18 cars.
 Champlin—station No. 427—2 miles south of Lodemia; connected north end; capacity, 5 cars.
 Pontiac Stone Co.—2.2 miles north of Pontiac; connected north end; capacity, 19 cars.
 Pontiac Stone Co.—0.5 miles north of McDowell; connected both ends; capacity, 40 cars.

SULLIVAN BRANCH—8TH DISTRICT

Bodman—station No. 467—3 miles south of Bement; connected north end; capacity, 9 cars.
 Voorhies—station No. 469—3.8 miles south of Bement; connected both ends; capacity, 13 cars.
 Lanton—station No. 472—2.3 miles south of Hammond; connected north end; capacity, 12 cars.
 Cushman—station No. 475—4 miles south of Lovington; connected both ends; capacity, 16 cars.

9TH DISTRICT

Piatt—station No. 130—3.1 miles east of Bement; connected both ends; capacity, 24 cars.
 Sangamon—station No. 139—2.3 miles east of Brush; connected east end; capacity, 7 cars.

10TH DISTRICT

Oak—station No. 150—3.0 miles west of Illopolis; connected both ends; capacity, 23 cars.
 Prairie Switch—1.9 miles west of Starne; connected both ends; capacity, 66 cars.
 Orleans—station No. 175—2.1 miles west of Alexander; connected both ends; capacity, 34 cars.
 Pittsfield—station No. 249—6.2 miles south of Maysville.

13TH DISTRICT

Mine No. 15 Lead—On southward track 0.5 mile south of Mt. Olive; connected north end; capacity, 36 cars.
 Mine No. 14 Lead—On southward track, 1.2 miles north of Staunton; connected north end; capacity, 234 cars.

		Brooklyn to Worden				Worden to Decatur Decatur to Mt. Olive				Mt. Olive to Brooklyn				Decatur to Landers					
Car Factor		11				11				15				11				Car Factor	
Class		A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	Class	
D-48		10220	8760	7750	6840	13120	11220	9900	8780	16520	13700	11780	10420	13100	11220	9900	8780	D-48	
D-45		9600	8210	7260	6420	12300	10515	9285	8240	15500	12850	11035	9780	12300	10515	9285	8240	D-45	
D-30		6400	5475	4840	4280	8200	7010	6190	5490	10330	8565	7355	6520	8200	7010	6190	5490	D-30	
D-24		5110	4380	3875	3420	6560	5610	4950	4390	8260	6850	5890	5210	6550	5610	4950	4390	D-24	
D-15		3200	2737	2420	2140	4100	3505	3095	2745	5165	4287	3677	3260	4100	3505	3095	2745	D-15	

		Landers to Brisbane				Brisbane to Decatur				Decatur to Tilton				Tilton to Decatur					
Car Factor		6				7				8				7				Car Factor	
Class		A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	Class	
D-48		7360	6760	6220	5710	8210	7450	6820	6180	9960	8900	8080	7250	9220	8360	7630	6920	D-48	
D-45		6900	6330	5830	5350	7700	6990	6390	5800	9350	8340	7575	6805	8650	7845	7170	6495	D-45	
D-30		4600	4220	3885	3565	5130	4660	4260	3865	6230	5560	5050	4535	5765	5280	4780	4330	D-30	
D-24		3680	3380	3110	2855	4105	3725	3410	3090	4980	4450	4040	3625	4610	4180	3815	3460	D-24	
D-15		2300	2110	1942	1782	2565	2330	2130	1932	3115	2780	2525	2267	2882	2615	2390	2165	D-15	

		Bluffs to Hannibal				Hannibal to Bluffs				Bluffs and Decatur					
Car Factor		3				8				7				Car Factor	
Class		A	B	C	D	A	B	C	D	A	B	C	D	Class	
D-48		4360	4170	3960	3800	9100	8100	7370	6620	8170	7420	6800	6140	D-48	
D-45		4085	3910	3720	3560	8530	7600	6910	6210	7670	6950	6375	5760	D-45	
D-30		2720	2605	2480	2370	5690	5070	4610	4140	5110	4630	4250	3840	D-30	
D-24		2180	2085	1980	1900	4550	4050	3685	3310	4085	3710	3400	3070	D-24	
D-15		1360	1302	1240	1185	2845	2535	2305	2070	2555	2315	2125	1920	D-15	

Class D-8 Engines

	Car Factor	Class			
		A	B	C	D
Bluffs to Clayton....	4	860	815	765	720
Clayton to Keokuk..	5	1220	1135	1085	970
Keokuk to Elvaston.	4	830	780	740	695
Elvaston to Clayton.	4	1050	990	945	890
Clayton to Bluffs....	8	2090	1880	1700	1520

Note:—Tonnage for classes D-48, D-45 and D-30 will be as follows on the 6th, 7th, 9th and 13th Districts:

Class D-48, D-45 and D-30 will be given 18% higher rate Decatur to Mt. Olive than from Worden to Decatur.

Double unit passenger locomotives will be given a drag freight rating of 65% of Class D-30 rating on all districts.

Class A rate:—Temperature above 30° F. and not much wind.

Class B rate:—Temperature between zero and 30° F. or strong head or side wind.

Class C rate:—Temperature between zero and 30° F. and strong head or side wind or temperature below zero and not much wind.

Class D rate:—Temperature below zero and strong head or side wind.

This rating to be adhered to as much as possible. Authority to reduce tonnage for any reason must be secured from trainmaster.

Ratings shown on this table may be increased where grade and other conditions permit.

The adjusted tonnage in any train is determined by multiplying the total number of cars in train by the car factor and adding the result to the actual tons in train.

Conductors will show on all reports the adjusted tons.

Any diesel unit handled dead in train will be counted as an additional 125 tons.

AVOID DAMAGE

SWITCH CUSTOMERS CARS CAREFULLY

JUDGING SPEED

Accurate judgment of coupling speed depends upon correct timing. An excellent way to get accurate timing without a watch is to count "one hundred and thirty-one, one hundred and thirty-two" and so on as the car passes a stationary point. With a little practice counting can be done at the rate of one a second.

Ability to closely estimate speed at time car strikes is extremely important because impact force builds up as the square of the speed. This means that impact delivered by a car coupled at 8 mph is not four times that at 2 mph but 16 TIMES AS GREAT. Damage to freight and car can be avoided by always keeping coupling speed within the safe range—NOT OVER 4 MILES PER HOUR—A BRISK WALK.

IMPACT FORCE AT VARIOUS STRIKING SPEEDS

	Car Coupled at	Units of Destruction
Safe	1 mph	1
	2 "	4
	3 "	9
	4 "	16
Damaging	5 "	25
	6 "	36
	7 "	49
	8 "	64
	9 "	81
	10 "	100

To Find Coupling Speed of 40 Foot and 50 Foot Cars

Sight vertical end of car body on a fixed point and note the number of seconds it takes car to pass. Speed in miles per hour is shown opposite.

Seconds	40 Foot Car Miles Per Hour	50 Foot Car Miles Per Hour
1	28	35
2	14	17.5
3	9.3	11.6
4	7	8.7
5	5.6	7
6	4.7	5.9
7	4	5
8	3.5	4.4
9	3.1	3.9
10	2.8	3.5
11	2.5	3.1
12	2.3	2.9
13	2.15	2.7
14	2	2.5

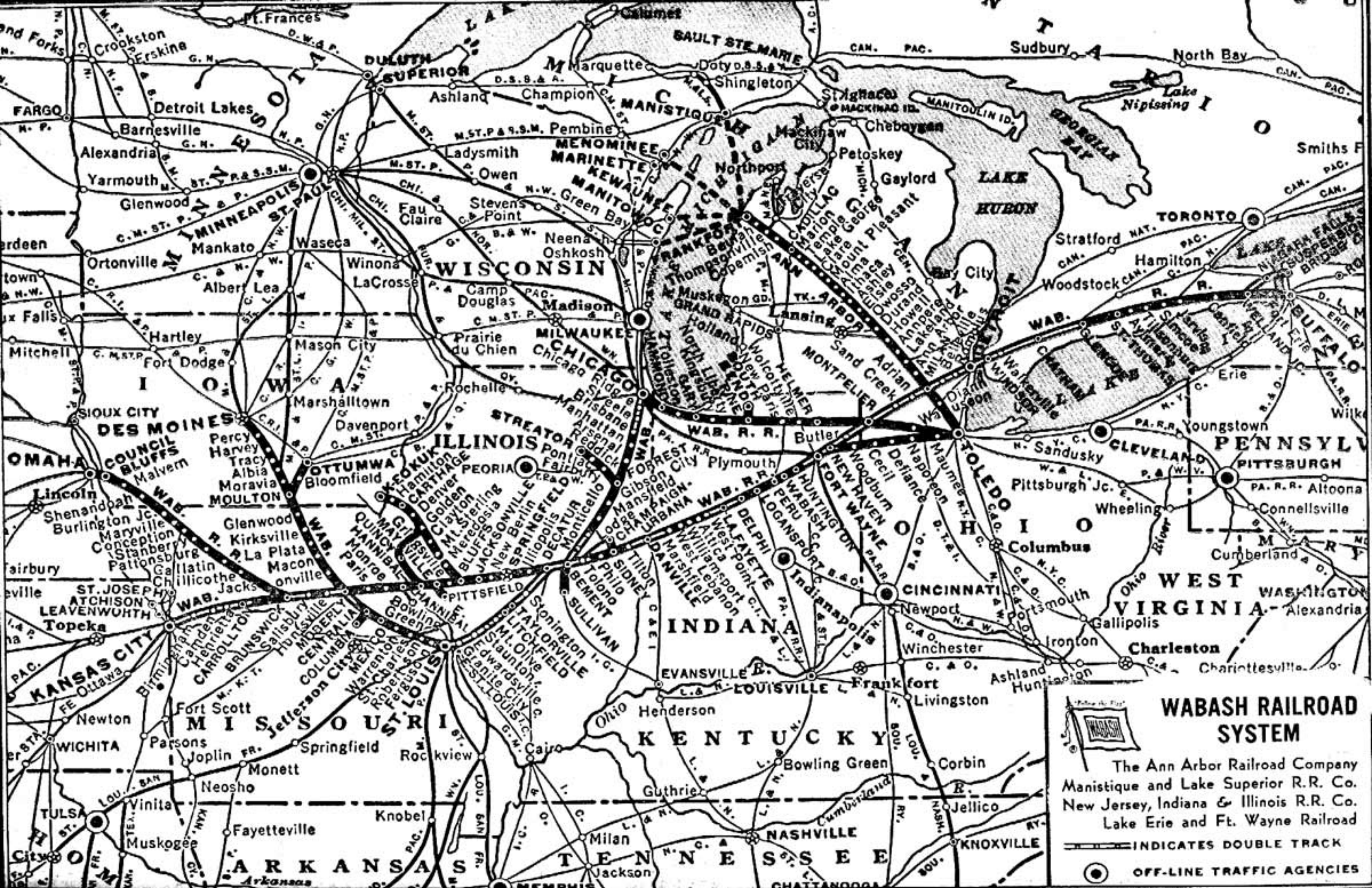
Damage as a result of Rough Handling makes up a large part of the claim bill for Loss and Damage to Freight. From the Railroad standpoint it is the major item in the expense. We all know that Rough Handling can be reduced, often eliminated. It is hoped that this table will be helpful in your efforts to prevent Rough Handling.

Switch crews must function as a team. Clear signals properly given are mighty important; talk it over . . . Prevent Rough Handling . . . *it can be done.*

TABLE OF SPEEDS

(Minutes and seconds per mile, in terms of miles per hour.)

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Min.	Sec.		Min.	Sec.		Min.	Sec.	
....	45	80.0	1	08	52.9	1	46	34.0
....	46	78.3	1	10	51.4	1	48	33.3
....	47	76.6	1	12	50.0	1	50	32.7
....	48	75.0	1	14	48.6	1	52	32.1
....	49	73.5	1	16	47.4	1	54	31.6
....	50	72.0	1	18	46.1	1	56	31.0
....	51	70.6	1	20	45.0	1	58	30.5
....	52	69.2	1	22	43.9	2	....	30.0
....	53	67.9	1	24	42.9	2	05	28.8
....	54	66.6	1	26	41.9	2	10	27.7
....	55	65.5	1	28	40.9	2	15	26.7
....	56	64.2	1	30	40.0	2	30	24.0
....	57	63.2	1	32	39.1	2	45	21.8
....	58	62.1	1	34	38.3	3	....	20.0
....	59	61.0	1	36	37.5	3	30	17.1
1	....	60.0	1	38	36.8	4	....	15.0
1	02	58.0	1	40	36.0	4	30	13.3
1	04	56.2	1	42	35.3	5	....	12.0
1	06	54.5	1	44	34.6	6	....	10.0



WABASH RAILROAD SYSTEM

The Ann Arbor Railroad Company
 Manistique and Lake Superior R.R. Co.
 New Jersey, Indiana & Illinois R.R. Co.
 Lake Erie and Ft. Wayne Railroad

-  INDICATES DOUBLE TRACK
-  OFF-LINE TRAFFIC AGENCIES