

EVERY WORKER'S OBLIGATION

1. Work Safely.
2. Think of the safety of fellow workers.
3. Use your knowledge and influence to prevent accidents.
4. Report unsafe conditions.
5. Contribute ideas to improve safety.

NAME	TITLE
H. KIEL,	Terminal Trainmaster
D. ADDUCI,	Terminal Road Foreman
G. J. CRAIN,	Trainmaster
H. N. KIRBY,	Trainmaster
D. L. BOUCHARD,	Trainmaster
R. F. WHITLOW,	Asst. Trainmaster—R.F.E.
Q. D. PICKERING,	Chief Train Rules Exam. & Asst. Trainmaster
D. C. HARMON,	Asst. Trainmaster—R.F.E.
C. E. DOWDY,	Chief Train Dispatcher



Chicago & Eastern Illinois Railroad

TIME TABLE No.

61

Effective
Sunday, October 31, 1965
12:01 A. M.
Central Standard Time

For Government of Operating Department Employees Only.

H. S. VIERLING
Vice President-General Manager
J. T. WARREN
Assistant General Manager
J. A. DUVALL
Supt. Terminals-Chicago
R. H. SPICER
Supt. Terminals-Evansville

SURGEONS

LOCATION NAME ADDRESS
OFFICE PHONE — RESIDENCE PHONE

Chicago Heights

Francis J. Armbruster, Chief Medical Officer1529 Chicago Road
Skyline 4-2833 — Skyline 4-2831

Chicago

Vytautas Tauras2652 W. 59th St.
PR 6-5577—Prospect 8-1223
Kenneth L. Matson.....28 E. Jackson Blvd.
HA 7-1774 — Waterfall 8-2383
C. P. Sullivan, Oculist.....8000 S. Racine
HU 3-8000 — HI 5-0666

Dolton

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

Beecher

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

Momence

Norberto P. Ortiz.....24 North Dixie Highway
GRidley 2-2486—Gridley 2-4011

St. Anne

Donald A. Meier.....Kankakee, Ill.
933-6715 — 932-6116

Watseka

Ray F. Donovan.....108 N. 4th St.
ID 2-2120—ID 2-2320

Milford

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

Hoopeston

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

Rossville

John C. Mason.....109 N. Chicago
748-2821 — 748-2751

Danville

A. R. Brandenberger.....605 N. Logan
442-0662 — 442-3661
Edward T. Baumgart.....1207 E. Main St.
442-3063 — 442-7480
John S. Curtis.....106 N. Gilbert St.
446-0221 — 442-3926
S. Glidden Baldwin, Oculist.....139 N. Vermilion St.
446-0703 — 427-5632

Clinton

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

Brazil

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

All We Have To Sell Is Service

Train and engine crews should always keep in mind that the customer is the BUYER and that it is your job to make every BUYER a satisfied customer. To that end, the following matters deserve your considerate attention:

(1) If an error or misstatement has been made somewhere along the route, put forth every effort to correct it. Nothing should be considered too trivial.

(2) Ever be alert to the safety and comfort of your passengers and freely give information and advice when requested. The aged, infirm and the young passengers traveling unaccompanied, require special attention. Be helpful to them in every way possible, particularly in assisting them on and off trains and occasionally inquire after their comfort.

(3) The avoidance of arguments or disagreement with passengers is a test of your diplomacy. A calm and pleasant manner, regardless of the circumstance, is the best assurance of your success.

(4) Cheerfully offer explanations of unusual delays and pass such information to other members of your crew—Brakeman, Porter, Pullman and Dining Car employees, so they may advise passengers. Generally speaking, passengers will graciously accept a condition which they understand, but are irritated when kept in ignorance.

(5) Neatness of appearance and courtesy indicate pride in your job and create good-will for the railroad.

(6) Being considerate of others is a key to popularity. This applies to the company and individual alike. Many of your passengers may be riding a train for the first time. This is especially true of younger passengers. Kind and attentive treatment to make them feel at home creates additional passenger traffic.

(7) Remember that people traveling on passes have a right to that privilege and are entitled to the same courteous treatment as other passengers. On crowded trains employees riding on passes should cheerfully cooperate in seeing that revenue passengers are given every possible consideration.

(8) **AVOID ROUGH HANDLING OF YOUR TRAIN.** Never lose sight of this feature as passengers are more disposed to avoid the route that does not give them a smooth ride than they are to exert the effort involved in registering complaints about it.

Of equal importance is **SMOOTH HANDLING OF FREIGHT TRAINS.** Rough handling results in damaged lading and delays due to damaged equipment and creates dissatisfied customers.

What Is a Customer?

A customer is not an outsider to our business; he is a definite part of it. A customer is not an interruption of our work; he is the purpose of it. We are not doing him a favor. He is doing us a favor by letting us serve him.

A customer is not a cold statistic; he is a flesh-and-blood human being with feelings and emotions like our own. A customer is not someone to argue or match wits with. He deserves courteous, attentive treatment.

A customer is not dependent on us. We are dependent on him. A customer brings us his wants. It is our job to handle them properly and profitably.

A customer is the most important person in our business.

LOCATION NAME ADDRESS
OFFICE PHONE — RESIDENCE PHONE

Terre Haute

M. C. Topping.....3050 Poplar St.
L-8141 — C-8483
Robert N. Kabel.....3050 Poplar St.
L-8141 — C-6135
Robert J. Burkle3050 Poplar St.
L-8141—C-7415
R. C. Speas, Oculist.....402 Tribune Bldg.
C-4003 — Seeley 3975

Farmersburg

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

Sullivan, Ind.

I. H. Scott.....117 W. Washington
268-5668 — 268-5331

Carlisle

J. Stanley BrownCarlisle
398-2141 — 398-1333

Vincennes

Ellsworth W. Beckes.....220 N. Fifth St.
882-6121

Princeton

Virgil McCarty.....113 S. Main
FU 5-2986

Poseyville

S. W. Boren Poseyville
24-1 — 24-3

Mt. Vernon, Ind.

Herman L. Hirsch130 W. 5th St.
Off. 838-2251—838-2325 Home 424-2471

Evansville

J. C. Lawrence.....715 1st Ave.
HA 5-3707 — GR 6-7340
L. R. Nonte.....715 1st Ave.
HA 3-9717 — GR 6-4662
W. L. Pugh.....715 1st Ave.
HA 2-8228 or HA 2-9591 — GR 6-1896
Bryant A. Bloss715 1st Ave.
HA 4-9291
Charles F. Leich, Oculist.....124 S. E. First St.
HA 3-6434—HA 5-3619

Glover

H. J. Kolb.....St. Joseph
469-3891 — 469-3831

Villa Grove

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

Tuscola

John L. Hill401 S. Main
738

Arthur

G. A. Jones Arthur
70 — 42

Sullivan, Illinois

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

Findlay

O. G. Kauder Findlay
154 — 149

Pana

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

LOCATION NAME ADDRESS
OFFICE PHONE — RESIDENCE PHONE

Nokomis

Jack Johnston.....114 S. Pine St.
78-K — 78-W
Livingston
W. R. Greenwood Livingston
Neptune 7-2222 — Neptune 7-2222

Granite City

E. H. Theis.....1365A Niedringhaus St.
Triangle 6-2072 — Triangle 6-4121
Felicia Koch 1821 Edison
4800—242-3131

E. St. Louis

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

St. Louis

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

Shelbyville

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

Salem

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

Mt. Vernon, Illinois

Harry G. Thompson.....112 N. 11th St.
242-4800 — 244-0131
H. Goff Thompson, Jr.112 N. 11th St.
242-4800 — 242-3131

Benton

Harry L. Lewis.....502½ Public Square
438-5181 — 438-5161

West Frankfort

C. H. Williams.....107 Van Buren
618 — 415

Marion

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

Vienna

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

Tamms

James K. Rosson Tamms
7-2123 — 7-2127

Joppa

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

Cape Girardeau

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

Cairo

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

Train Order Stations	Distance from Chicago	Distance between Stations	FIRST CLASS			
			TIME TABLE No. 61 October 31, 1965			
			93	3	1	95
			Daily	Daily	Daily	Daily
			PM	PM	PM	AM
D N			CHICAGO.....			
....	16.9		DOLTON JCT.....			
			Between Chicago and Yard Center, use C&WI time table and rules.			
D N	18.0	1.1	4.18	5:33		
D N	20.1	2.1				
....	26.8	6.7				
D N	27.0	0.2	4.26	5:41		
....	28.8	1.8	4.30	5:47		
....	32.5	3.7	4.35	5:51		
....	37.6	5.1				
....	44.7	7.1	4.45	6:01		
D N	49.7	5.0				
....	49.9	0.2	4.50	s 6:10		
....	60.1	10.2	4.58	s 6:19		
....	71.5	11.4	5.07	6:18		
D N	77.5	6.0	5.12	s 6:38		
....	79.6	2.1				
....	81.8	2.2				
....	82.6	0.8	5.16	6:42		
....	88.1	5.5		s 6:49		
....	94.2	6.1				
D N	99.2	5.0	5.30	s 7:05		
....	105.2	6.0				
....	107.1	1.9	5.35	7:11		
D	114.3	7.2	5.44	7:16		
D N	123.2	8.9	s 6.10	s 7:30	10.23	12.59
....	125.8	2.6	6.14		10.27	1.03
....	126.5	0.7	6.15		10.28	1.04
			PM	PM	PM	AM

CONDITIONAL STOPS

No. 93—Steger—to receive passengers.

Siding Car Capacity	Station Numbers	SECOND CLASS			
		TIME TABLE No. 61 October 31, 1965			
		83	61	57	65
		Daily	Daily	Daily	Daily
		AM	AM	PM	PM
.....	1	CHICAGO.....			
.....		DOLTON JCT.....			
		Between Chicago and Yard Center, use C&WI time table and rules.			
.....	18	6.00	11.30	9.00	10.00
.....	20	6.05	11.33	9.05	10.05
.....					
.....					
.....	s104	6.16	11.44	9.16	10.16
.....	N86				
.....		6.35	12.05	9.45	10.45
.....					
.....	38				
.....	N90				
.....		6.55	12.25	10.05	11.05
.....	N103s67				
.....	N72	7.09	12.37	10.17	11.17
.....					
.....	N65	7.25	12.51	10.30	11.30
.....		7.32	12.58	10.36	11.36
.....	s80				
.....					
.....					
.....	82				
.....		7.40	1.10	10.42	11.45
.....	83				
.....	88	7.48			
.....					
.....	245				
.....					
.....	99	8.02		11.07	
.....	105				
.....	244	8.14		11.23	
.....					
.....	114	8.25		11.35	
.....					
.....	123	8.35		11.52	
.....					
.....		8.40		12.12	
.....	126	9.00		12.15	
		AM	PM	AM	PM

Siding Car Capacity	Station Numbers	TIME TABLE No. 61 October 31, 1965	FIRST CLASS			
			94	4	54	92
			Daily	Daily	Daily	Daily
STATIONS			AM	AM	AM	PM
	1	CHICAGO.....		9:15	9.45	
		DOLTON JCT.....	Between Chicago and Yard Center use C&WI time table and rules.			
	18	YARD CENTER. wox		8:40	9.13	
	20	THORNTON JCT.. x		8:35	9.10	
		M. C.				
		JAY TOWER..... x				
s104	29	STEGER..... PX	s	8:25	c 8.54	
n86		N. E.....		8:12	8.43	
	38	BEECHER.....				
n90	45	GRANT PARK.....		8:03	8.32	
		M. G. TOWER.....				
n103s67	50	MOMENCE.....	s	7:59	8.26	
n72	60	ST. ANNE.....	s	7:49	8.17	
	72	PITTWOOD.....				
	77	WATSEKA..... w	s	7:33	c 7.59	
	80	COALER.....				
	82	WOODLAND.....				
	83	WOODLAND JCT..		7:25	7.47	
	88	MILFORD.....	s	7:20		
	94	WELLINGTON.....				
245	99	HOOPESTON.....	s	7:09	7.31	
	105	ROSSVILLE.....				
244	107	ROSSVILLE JCT....		6:58	7.22	
	114	BISMARCK.....				
	123	DANVILLE..... wo	12.40	6:45	s 7.05	4.44
		WALZ.....			6.45	4.39
	126	BREWER..... w	12.35		6.44	4.38
			AM	AM	AM	PM

CONDITIONAL STOPS

No. 54—Watseka—to receive revenue passengers for Chicago.

No. 54—Steger—to discharge passengers.

Train Order Stations	Distance from Chicago	Distance between Stations	TIME TABLE No. 61 October 31, 1965	SECOND CLASS			
				64	62	84	58
				Daily	Daily	Daily	Daily
STATIONS			AM	AM	AM	PM	
D N		16.9	CHICAGO.....				
....	16.9		DOLTON JCT.....	Between Chicago and Yard Center use C&WI time table and rules.			
D N	18.0	1.1	YARD CENTER. wox	6.00	1.00	5.00	10.00
D N	20.1	2.1	THORNTON JCT.. x	3.30	5.40	2.00	2.30
....	26.8	6.7	M. C.				
D N	27.0	0.2	JAY TOWER..... x				
....	28.8	1.8	STEGER..... PX				
....	32.5	3.7	N. E.....	3.00	4.55	1.30	1.40
....	37.6	5.1	BEECHER.....				
....	44.7	7.1	GRANT PARK.....				
D N	49.7	5.0	M. G. TOWER.....	2.30	4.25	1.03	1.05
....	49.9	0.2	MOMENCE.....				
....	60.1	10.2	ST. ANNE.....	2.15	4.10	12.53	12.50
....	71.5	11.4	PITTWOOD.....				
D N	77.5	6.0	WATSEKA..... w	1.55	3.40	12.34	12.20
....	79.6	2.1	COALER.....				
....	81.8	2.2	WOODLAND.....				
....	82.6	0.8	WOODLAND JCT..	1.40	3.32	12.28	12.10
....	88.1	5.5	MILFORD.....				
....	94.2	6.1	WELLINGTON.....				
D N	99.2	5.0	HOOPESTON.....			12.10	11.45
....	105.2	6.0	ROSSVILLE.....				
....	107.1	1.9	ROSSVILLE JCT....				
D	114.3	7.2	BISMARCK.....				
D N	123.2	8.9	DANVILLE..... wo			11.35	11.00
....	125.8	2.6	WALZ.....			11.15	10.47
....	126.5	0.7	BREWER..... w			11.14	10.45
				AM	PM	PM	AM

HANDLING U. S. AND COMPANY MAIL

No. 54—Hoopeston—Sundays only—reduce speed to forty (40) MPH to dispatch U. S. Mail.

Two Tracks	Train Order Stations	Distance from Chicago	Distance between Stations	TIME TABLE			
				No. 61			
				October 31, 1965			
STATIONS				FIRST CLASS			
				95	93	1	
				Daily	Daily	Daily	
				AM	PM	PM	
		126.5		BREWER.....W	1.04	6.15	10.28
		128.9	2.4	RILEYSBURG.....			
		131.0	2.1	GESSIE.....			
		137.6	6.6	DICKASON.....P			
		141.1	3.5	CAYUGA.....	1.18	6.30	c10.44
		146.9	5.8	NEWPORT.....			
		149.7	2.8	W.R.O. JCT.....P			
		153.3	3.6	MONTEZUMA.....			
		154.6	1.3	HILLSDALE.....	1.31	6.44	10.59
		162.9	8.3	CLINTON.....	1.39	6.53	s11.09
		167.3	4.4	ATHERTON.....			
		171.9	4.6	O. C. JCT.....			
		173.8	1.9	DEWEY.....P			
DN		176.5	2.7	HALEY.....	1.55	7.10	11.26
		177.5	1.0	TERRE HAUTE.....s	2.15	7.20	s11.55
		179.9	2.4	BAKER.....PW			s12.01
DN		181.7	1.8	SPRING HILL.....	2.20	7.25	12.03
		192.9	11.2	FARMERSBURG.....P			
		198.4	5.5	SHELburn.....			
		203.7	5.3	SULLIVAN.....PW	2.38	c 7.45	c12.23
		213.2	9.5	CARLISLE.....P			
		220.0	6.8	OAKTOWN.....P	2.50	7.57	12.36
		229.5	9.5	SMITH.....P			
DN		234.7	5.2	VINCENNES.....P	s {3.04 3.30	s 8.18	s 1.20
		236.4	1.7	ALICE.....PW			
		246.3	9.9	DECKER.....P			
		248.7	2.4	HAZLETON.....	3.45	8.32	1.35
		252.3	3.6	MILLER.....P			
		257.9	5.6	GIBSON.....P			
DN		259.0	1.1	PRINCETON.....	4.05	c 8.50	s 2.05
		262.8	3.8	KING.....P			
		265.3	2.5	MT. VERNON JCT.....			
		266.6	1.3	FORT BRANCH.....			
		276.3	9.7	INGLE.....P	4.25	9.07	2.25
DN		283.6	7.3	WANSFORD.....WO			
		284.6	1.0	BELT YARD.....WX	4.45	9.22	2.45
		285.8	1.2	UNION TRACK JCT.....X	4.50	9.25	2.50
DN		287.2	1.4	EVANSVILLE.....X	5.35	9.55	3.40
					AM	PM	AM

Two Tracks	Siding Car Capacity	Station Numbers	TIME TABLE		
			No. 61		
			October 31, 1965		
STATIONS			SECOND CLASS		
			83	57	
			Daily	Daily	
			AM	AM	
		126	BREWER.....W	11.00	12.15
		129	RILEYSBURG.....		
		131	GESSIE.....		
	312	137	DICKASON.....P		
		141	CAYUGA.....	11.19	12.33
		147	NEWPORT.....		
	272	149	W.R.O. JCT.....P		
		153	MONTEZUMA.....		
		155	HILLSDALE.....	11.38	12.51
	355	163	CLINTON.....P	11.51	1.03
		167	ATHERTON.....		
		172	O. C. JCT.....		
	97	174	DEWEY.....P		
	31	176	HALEY.....	12.15	1.21
		178	TERRE HAUTE.....		
	230	180	BAKER.....PW		
		182	SPRING HILL.....	12.50	1.27
	89	193	FARMERSBURG.....P		
		199	SHELburn.....		
	183	204	SULLIVAN.....PW	1.25	1.50
	86	213	CARLISLE.....P		
	180	220	OAKTOWN.....P	1.45	2.07
	86	229	SMITH.....P		
	44	235	VINCENNES.....P	2.15	2.25
	133	236	ALICE.....PW		
	86	246	DECKER.....P		
		248	HAZLETON.....	2.45	2.55
	86	252	MILLER.....P		
	97	258	GIBSON.....P		
		259	PRINCETON.....	3.15	3.27
	278	263	KING.....P		
		266	MT. VERNON JCT.....		
		267	FORT BRANCH.....		
	87	276	INGLE.....P	3.55	3.56
	64	284	WANSFORD.....WO	11.30	6.00
		285	BELT YARD.....WX		
		286	UNION TRACK JCT.....X		
		287	EVANSVILLE.....X		
				PM	AM

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

CONDITIONAL STOPS.

- No. 1—Cayuga—to discharge revenue passengers.
- No. 1—Sullivan—to discharge and receive revenue passengers.
- No. 93—Sullivan—to discharge revenue passengers from Chicago and Steger.
- No. 93—Princeton—to discharge and receive revenue passengers.

Two Tracks	Siding Car Capacity	Station Numbers	TIME TABLE No. 61 October 31, 1965			FIRST CLASS		
			STATIONS			54	92	94
				Daily	Daily	Daily		
		126	BREWER.....W	AM 6.44	PM 4.38	AM 12.35		
		129	RILEYSBURG.....					
		131	GESSIE.....	6.39	4.32			
312		137	DICKASON.....P	6.34				
		141	CAYUGA.....	6.30	s 4.20	12.20		
		147	NEWPORT.....	6.24	c 4.11			
272		149	W.R.O. JCT.....P					
		153	MONTEZUMA.....					
		155	HILLSDALE.....	6.16	4.02	12.02		
355		163	CLINTON.....P	6.07	s 3.53	s11.52		
		167	ATHERTON.....P					
		172	O. C. JCT.....					
97		174	DEWEY.....P					
31		176	HALEY.....	5.52	3.39	11.32		
		178	TERRE HAUTE.....	s 5.50	s 3.35	s11.30		
230		180	BAKER.....PW			c10.53		
		182	SPRING HILL.....	5.40	3.14			
89		193	FARMERSBURG.....P					
		199	SHELburn.....					
183		204	SULLIVAN.....PW	c 5.21	s 2.50	c10.35		
86		213	CARLISLE.....P					
180		220	OAKTOWN.....P	5.04	2.28			
86		229	SMITH.....P					
44		235	VINCENNES.....P	s 4.50	s 2.15	s10.00		
133		236	ALICE.....PW					
86		246	DECKER.....P					
		248	HAZLETON.....	4.27	1.52			
86		252	MILLER.....P					
97		258	GIBSON.....P					
		259	PRINCETON.....	s 4.15	s 1.40	s 9.20		
278		263	KING.....P					
		266	MT. VERNON JCT.....					
		267	FORT BRANCH.....		s 1.26			
87		276	INGLE.....P	3.56	1.16	8.52		
64		284	WANSFORD.....WO					
		285	BELT YARD.....WX					
		286	UNION TRACK JCT.....X	3.47	1.07	8.42		
		287	EVANSVILLE.....X	3.40	1.00	8.35		
				AM	PM	PM		

CONDITIONAL STOPS

No. 54—Sullivan—to receive revenue passengers for Chicago.

Two Tracks	Train Order Stations	Distance from Chicago	Distance between Stations	TIME TABLE No. 61 October 31, 1965		SECOND CLASS	
				STATIONS		84	58
					Daily	Daily	
		126.5					
		128.9	2.4	BREWER.....W	PM 11.14	AM 8.45	
		131.0	2.1	RILEYSBURG.....			
		137.6	6.6	GESSIE.....			
		141.1	3.5	DICKASON.....P			
		146.9	5.8	CAYUGA.....	10 50	8.05	
		149.7	2.8	NEWPORT.....			
		153.3	3.6	W.R.O. JCT.....P			
		154.6	1.3	MONTEZUMA.....			
		162.9	8.3	HILLSDALE.....	10.35	7.45	
		167.3	4.4	CLINTON.....	10.25	7.30	
		171.9	4.6	ATHERTON.....P			
		173.8	1.9	O. C. JCT.....			
		176.5	2.7	DEWEY.....P			
	DN	177.5	1.0	HALEY.....	10.00	7.00	
		179.9	2.4	TERRE HAUTE.....			
		181.7	1.8	BAKER.....PW			
	DN	192.9	11.2	SPRING HILL.....	9.50	6.15	
		198.4	5.5	FARMERSBURG.....P			
		203.7	5.3	SHELburn.....			
		213.2	9.5	SULLIVAN.....PW	9.20	5.40	
		220.0	6.8	CARLISLE.....P			
		229.5	9.5	OAKTOWN.....P			
		234.7	5.2	SMITH.....P			
	DN	236.4	1.7	VINCENNES.....P	8.35	4.50	
		246.3	9.9	ALICE.....PW			
		248.7	2.4	DECKER.....P			
		252.3	3.6	HAZLETON.....			
		257.9	5.6	MILLER.....P			
		259.0	1.1	GIBSON.....P	8.05	4.00	
	DN	262.8	3.8	PRINCETON.....			
		265.3	2.5	KING.....P			
		266.6	1.3	MT. VERNON JCT.....			
		276.3	9.7	FORT BRANCH.....			
		283.6	7.3	INGLE.....P			
	DN	284.6	1.0	WANSFORD.....wo	7.30	3.00	
		285.8	1.2	BELT YARD.....WX			
		287.2	1.4	UNION TRACK JCT.....X			
	DN			EVANSVILLE.....X			
					PM	AM	

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

Train Order Stations	Distance from Chicago	Distance between Stations	TIME TABLE No. 61 October 31, 1965		SECOND CLASS	
			STATIONS		61	65
					Daily	Daily
				PM	PM	
.....	82.6	4.9	WOODLAND JCT.....	1.10	11.45	
D	87.5	4.8	BRYCE.....	1.18	11.53	
.....	92.3	3.8	GOODWINE.....P	1.37	11.59	
D	96.1	7.3	FOUNTAIN CREEK...	1.42	12.05	
D	103.4	4.6	REILLY.....	1.52	12.14	
D	108.0	12.0	ELLIS.....P	2.00	12.20	
D	120.0	5.9	ROYAL.....	2.15	12.35	
DN	125.9	14.1	GLOVER.....	2.23 ⁶²	12.42 ⁶⁴	
.....	140.0	4.8	BONGARD.....P	2.43	12.57	
.....	144.8	0.3	VILLA GROVE JCT..X			
D	145.1	1.2	VILLA GROVE...WX	3.20	1.30	
.....	146.3	7.1	V. E.....X	3.25	1.35	
DN	153.4	6.0	TUSCOLA.....P	3.37	1.50	
.....	159.4	5.3	BOURBON.....	3.47	2.00	
.....	164.7	3.7	ARTHUR.....P	3.57	2.10	
D	168.4	7.7	CADWELL.....	4.03	2.16	
D	176.1	8.1	SULLIVAN.....	4.14	2.27	
.....	184.2	1.0	HALL.....PX	4.55	3.00	
DN	185.2	6.6	FINDLAY.....WX	4.59	3.04	
.....	191.8	13.3	WESTERVELT.....			
.....	205.1		PANA.....PX	5.30	3.35	

Two Tracks

Two Tracks

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

D	275.1	70.0	MITCHELL YARD.wo	11.45 PM	7.00 AM
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Siding Car Capacity	Station Numbers	TIME TABLE No. 61 October 31, 1965		SECOND CLASS	
		STATIONS		62	64
				Daily	Daily
				PM	AM
.....	83	WOODLAND JCT.....	3.32	1.40	
.....	1088	BRYCE.....	3.22	1.32	
76	1092	GOODWINE.....P	3.14	1.25	
.....	1096	FOUNTAIN CREEK...	3.07	1.20	
	1103	REILLY.....	2.56	1.11	
75	1108	ELLIS.....P	2.48	1.05	
.....	1120	ROYAL.....	2.32	12.50	
165	1126	GLOVER.....	2.23 ⁶¹	12.42 ⁶⁵	
67	1140	BONGARD.....P	1.50	11.57	
.....	1144	VILLA GROVE JCT..X			
.....	1145	VILLA GROVE...WX	1.40	11.45	
.....		V. E.....X	12.58	11.30	
96	1153	TUSCOLA.....P	12.48	11.18	
.....	1159	BOURBON.....	12.40	11.10	
93	1165	ARTHUR.....P	12.33	11.02	
.....	1168	CADWELL.....	12.27	10.57	
.....	1176	SULLIVAN.....	12.17	10.42	
N73	1184	HALL.....PX	12.05	10.30	
.....	1185	FINDLAY.....WX	11.35	10.05	
.....	1192	WESTERVELT.....			
57	1205	PANA.....PX	11.00	8.00	

Two Tracks

Two Tracks

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

.....	1276	MITCHELL YARD.wo	9.30 AM	7.00 PM
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Northward trains are superior to southward trains of the same class.

Train Order Stations	Distance from Chicago	Distance be- tween Stations	TIME TABLE No. 61 October 31, 1965		THIRD CLASS
			STATIONS		183 CB&Q Daily
					PM
D N	185.2		FINDLAY.....X		
....	193.9	8.7	SHELBYVILLE.....		
D N	204.5	10.6	MODE.....		
....	212.9	8.4	MOCCASIN.....		
....	218.9	6.0	ALTAMONT.....		
D N	224.6	5.7	ST. ELMO.....		
....	229.7	5.1	ST. JAMES.....		
D	235.7	6.0	ST. PETER.....		
....	242.4	6.7	KINMUNDY.....		
D N	252.1	9.7	SALEM YARD.....WOX		
....	253.8	1.7	SALEM.....X		
....	254.1	0.3	S. A.....X		
....	263.3	9.2	KELL.....		
....	275.7	12.4	MT. VERNON.....X		
D N	276.2	0.5	V. N. TOWER.....X		
....	287.2	11.0	INA.....		
....	298.0	10.8	BENTON.....		
D N	305.0	7.0	WEST FRANKFORT.....WOX		
....	308.8	3.8	JENKINS.....X		
....	310.7	1.9	JOHNSTON CITY.....		
....	311.3	0.6	BARLOW.....		
....	316.6	5.3	MARION.....X		
D	324.0	7.4	NEILSON.....	3.35	
D	329.3	5.3	GOREVILLE.....WX	3.55	
....	334.0	4.7	OMAR.....	4.05	
D	339.7	5.7	WEST VIENNA.....	4.15	
....	345.3	5.6	CYPRESS.....W		
....	347.6	2.3	JOPPA JCT.....		
....	356.5	8.9	ULLIN.....		
D	362.8	6.3	TAMMS.....		
D	378.0	15.2	THEBES.....X		

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

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

Siding Car Capacity	Station Numbers	TIME TABLE No. 61 October 31, 1965		THIRD CLASS
		STATIONS		184 CB&Q Daily
				AM
....	1185	FINDLAY.....X		
64	2194	SHELBYVILLE.....		
86	2205	MODE.....		
70	2213	MOCCASIN.....		
....	2219	ALTAMONT.....		
52	2224	ST. ELMO.....		
....	2230	ST. JAMES.....		
64	2236	ST. PETER.....		
....	2242	KINMUNDY.....		
....	2252	SALEM YARD.....WOX		
....	2254	SALEM.....X		
....	....	S. A.....X		
82	2263	KELL.....		
61	2276	MT. VERNON.....X		
....	....	V. N. TOWER.....X		
77	2287	INA.....		
....	2298	BENTON.....		
....	2305	WEST FRANKFORT.....WOX		
86	2309	JENKINS.....X		
....	2311	JOHNSTON CITY.....		
62	2312	BARLOW.....		
60	2317	MARION.....X		
....	2324	NEILSON.....	8.25	
59	2329	GOREVILLE.....WX	8.15	
60	2334	OMAR.....	8.10	
....	2340	WEST VIENNA.....	7.45	
57	2345	CYPRESS.....W		
....	2348	JOPPA JCT.....		
61	2357	ULLIN.....		
37	2363	TAMMS.....		
....	2378	THEBES.....X		

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

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

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

WESTVILLE SUBDIVISION

Southward	Train Order Stations	Distance from Chicago	Distance between Stations	TIME TABLE No. 61 October 31, 1965	Station Numbers	Siding Car Capacity	Northward
				STATIONS			
	DN	123.0	5.8	DANVILLE.....WX	123	...	
	.....	128.8	3.6	GRAPE CREEK....P	3129	...	
	.....	132.8	9.3	WESTVILLE.....X	3132	...	
	D	142.1	3.5	INDIANOLA.....	3142	...	
	.....	145.6	0.9	SIDELL JCT.....	3145	...	
	D	146.5	6.1	SIDELL.....	3146	...	
	D	152.6	3.1	ALLERTON.....	3153	...	
	D	155.7	9.2	BROADLANDS.....	3156	...	
	.....	164.9		VILLA GROVE JCT.X	1144	...	

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

MT. VERNON SUBDIVISION

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

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

BROTHERS SUBDIVISION

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

JOPPA SUBDIVISION

Southward	Train Order Stations	Distance from Chicago	Distance between Stations	TIME TABLE No. 61 October 31, 1965	Station Numbers	Siding Car Capacity	Northward
				STATIONS			
.....	.....	347.6	0.9	JOPPA JCT.....	2348	.....	.....
.....	.....	348.5	3.0	CHASCO.....x	9348	.....	.....
.....	D	351.5	11.8	KARNAK.....x	9352	152	.....
.....	D	363.3		JOPPA.....x	9363	.....	.....

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

CISSNA PARK SUBDIVISION

.....	.....	89.4	2.9	ALONZO.....x	5095	.....	.....
.....	.....	92.3	1.9	GOODWINE.....x	1092	.....	.....
.....	.....	94.2	3.7	CLAYTONVILLE...x	5094	.....	.....
.....	.....	97.9		CISSNA PARK.....x	5098	.....	.....

JUDYVILLE SUBDIVISION

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

BRAZIL SUBDIVISION

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

SPECIAL INSTRUCTIONS

- 1a—Danville instead of Brewer is subdivision initial station for through first class schedules on Danville and Evansville Subdivisions.
- b—When Registering at initial Stations—Road and yard conductors and engineers will record the number of last bulletin on train register under column headed "Remarks" which is to left of watch comparison.
- c—Auxiliary lines when recalling flagman: Woodland Jct.—St. Louis Subdivision, Villa Grove Jct. and Danville-Westville Subdivision, Findlay—Salem Subdivision.
- d—Conductor must notify postal clerk on train when cars are picked up containing storage or other U.S. mail.
- e—Passengers must be handled on station platform. If passenger cars do not reach platform, second stop must be made.
- f—Movements of multiple unit diesel road engines will be as follows:
Backup Movements—With two A units, where main track is used, crew must use leading cab.
Diesel engines must not move through water unless authorized by chief dispatcher or officer at point of high water.
When Engines 203 through 238 are used in multiple service as "B" units, crew members must not pass from these units to other units without bringing train to stop.
- g—Before making backup movement with more than 3 units, engines of the leading units must be isolated and only the rear 3 units to work power.
- h—Stock Drencher at Sullivan, Ind.
- i—Track Scales at 37th street, Yard Center, Danville, Oaklawn, Brewer, Baker, Alice, Wansford, Belt Yard, Villa Grove, Mitchell Yard, Salem Yard, West Frankfort, Mt. Vernon, Ill., and Joppa.

2—AUTHORIZED SPEED:

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

	Psg. MPH	Frt. MPH
Yard Center to Clinton.....	80	
Against current of traffic.....	79	
Clinton to Evansville.....	79	
Yard Center to Evansville: Freight trains handling in excess of 5000 tons..		50
Freight trains handling less than 5000 tons.....		60
Woodland Jct. to Pana.....	59	49
Findlay to Goreville.....	59	45
Goreville to West Vienna.....	45	40
West Vienna to Cypress.....	50	40
Cypress to Thebes.....	45	40

- a—Passenger trains handling freight cars on rear must not exceed 60 MPH.
- b—Trains and Engines using crossovers and turnouts, 15 MPH, except where governed by a signal indication, be governed by aspect displayed, but not exceeding 30 MPH.

3—SPEED RESTRICTIONS:

- a—98-99 45 MPH
120-133 55 MPH
203-272 60 MPH
1100-1102, 1405-1407, 1500-1504, 1600-1609... 80 MPH
Engines with or without
caboose or one coach..... 45 MPH
- b—Trains handling scale test car A1034..... 25 MPH

- c—Trains handling deisel derrick, steam derrick, pile driver, spreader car with wings secured and locomotive cranes; also burro and crawler cranes unless otherwise advised by car inspector:

Yard Center to Evansville, Woodland Jct. to Pana	35 MPH
Findlay to Cypress.....	25 MPH
Alonzo to Cissna Park, Brothers Subdivision, Joppa Subdivision, Westville to Villa Grove Jct., and Cypress to Thebes	20 MPH
Danville to Westville, Brazil and Mt. Vernon Subdivisions	15 MPH
On other lines.....	10 MPH

Above machines moving on own wheels should be handled on rear of train ahead of caboose and boom must be turned to trailing position at first point where switch can be made, unless otherwise authorized.

EXCEPT:

Speed of Steam Derrick A-2, Diesel Derricks A-5 and A-8 and Pile Driver A-700 is raised only as follows:	
Westville to Villa Grove, Findlay to Cypress	35 MPH
Cypress to Thebes and Joppa Subdivision.....	30 MPH
Mt. Vernon Subdivision	25 MPH

- d—Trains must be under control when starting onto bridge over which speed is restricted and the use of air brakes must be avoided while engine or train is on the bridge. Only sufficient power should be worked to maintain the specified speed while engines are on bridges.

4—RAILROAD CROSSINGS:

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

5—GRS SYSTEM:

- a—Intermittent inductive automatic train stop is in use between Dolton, Illinois and Clinton, Indiana. Exception: only with current of traffic between Interlocking plant Watseka and Dolton Jct. Enginemen must be qualified on rules governing such operation.
- b—A train stop inductor is located about 50 feet in advance of each signal.
- c—If signal does not indicate Proceed (Rule 281), inductor located in advance of signal will operate train stop equipment on engine and enginemen may forestall over inductor and make stop for next signal, if required, by operating brake valve by hand, except, if condition of block is such that a signal would ordinarily display aspect as per rule 281, but signal is imperfectly displayed account light out the inductor will not stop train, but rule 27 must be complied with.
- d—Non-equipped engine or engines with equipment cut out must not be operated in road service unless doubleheading behind an equipped engine or authorized by superintendent.
- e—When false stop occurs engineman must keep train stop system in service and prevent false stops by forestalling when possible to do so while passing over inductors. If the cause

is unknown, engineman must wait until second false stop occurs before forestalling at succeeding inductors.

f—In each case engineman when operation is being forestalled must make wire report to the superintendent, trainmaster and chief dispatcher. When necessary to cut train stop system out of service enroute due to inability to forestall, train may proceed with train stop system cut out at a speed not to exceed 40 MPH for passenger trains and 30 MPH for freight trains to the first open point of communication. Report giving reasons for cut out must be made at once by wire to superintendent, trainmaster and chief dispatcher. Train may then proceed at normal speed, not to exceed 79 MPH when authorized by message from superintendent.

g—When forestalling whistle fails to sound while forestalling, engineman will reduce to and operate at speed specified in paragraph (f) until he has occasion to again forestall as prescribed by the rules, and the whistle sounds; normal speed may then be resumed. Failure of whistle to sound must be reported by wire to superintendent, trainmaster and chief dispatcher.

h—While operating between Pana and Mitchell Yard be governed by N.Y.C. rules and instructions. Enginemen must know before leaving terminal that cut-out cock is sealed and that 3-way cock is in position to cut in the GRS system. Send chief train dispatcher at Danville copies of all wire reports to N.Y.C. officials relating to automatic train stop operation.

6—SPRING SWITCHES:

Yard Center South End; Vincennes North End Siding; King Siding north leg of Mt. Vernon Jct. Wye; Villa Grove Jct.; V.E. end of two tracks; Hall North End.

DANVILLE SUBDIVISION

7—BLOCK INFORMATION:

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

b—Rules 251 to 254 in effect Thornton Jct. to Jay Tower.

c—Rules 261 to 264 in effect southward home signals at Watseka interlocking to Brewer.

8a—BETWEEN JAY TOWER AND THORNTON JCT.:

Trains not scheduled will be designated as Extra trains and may use the main tracks with the current of traffic without running orders or Clearance Form A as prescribed by Rule 97.

8b—BETWEEN WATSEKA AND JAY TOWER:

Second Class and Extra trains will move ahead of superior trains unless otherwise instructed.

9—WOODLAND JCT.:

Clearance received by Northward trains from St. Louis Subdivision at Wateska will confer the same authority as though received at the initial station. (Rule 83b). Northward trains from St. Louis Subdivision receiving clear indication on northward train order signal Watseka may proceed without clearance Form A.

10—DANVILLE:

a—Southward Train Order Signal. Top arm is train order signal for Danville subdivision trains. Lower arm is train order signal for Westville subdivision trains.

b—All southward trains or engines on both main tracks approaching Bowman Avenue, Danville, finding home signal at South Interlocking Plant, Danville, at stop, must stop north of Bowman Avenue, Danville, and after signal clears must wait twenty (20) seconds before proceeding over Bowman Avenue, Danville crossing. This is to permit flashers to operate the required time. If signal does not clear, crew must protect movement over crossing.

11—OAKLAWN—BREWER:

All Road crews going on duty at Oaklawn, whether receiving their train or engine at Oaklawn or Brewer, on Main track or track other than Main track, must secure Clearance Form A from Operator at "XN" Telegraph Office, located in Dispatchers Building, Oaklawn, before entering Main track or before moving train or engine if received on Main track.

12—BREWER:

Clearance received by Northward Second Class and Extra trains at Oaklawn or Danville will confer the same authority as though received at the initial station as prescribed by Rule 83 (b).

13—JOINT TRACKS:

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

b—C&EI Clearance received at Dearborn Station Chicago by southward trains confers the same authority as though received at the initial station as prescribed by rule 83(b) if train order signal at Yard Center indicates proceed.

14—INTERLOCKING PLANTS:

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

MC — NYC — Automatic Plant. Trains or engines finding home signal at stop must occupy track within 250 ft. of home signal in order to receive a proceed indication at home signal. If home signal still does not indicate proceed and no conflicting movement is being made, operate C&EI release in release box at crossing as per instructions posted in release box. If signal does not change to proceed indication within six (6) minutes, proceed through Interlocking plant on hand signal from a member of the crew at crossing if there is no train or engine on conflicting route and signals on conflicting route indicate stop.

St. Anne—N.Y.C.—Automatic Plant. Trains or engines finding home signal at stop must occupy track within 250 ft. of home signal in order to receive a proceed indication at home signal. If home signal still does not indicate proceed and no conflicting movement is being made, operate C&EI release in release box at crossing as per instructions posted in release box. If signal does not change to proceed

indication within eight (8) minutes, proceed through Interlocking plant on hand signal from a member of the crew at crossing if there is no train or engine on conflicting route and signals on conflicting route indicate stop.

Southward trains Stopping at St. Anne to perform work must stop North of short approach (located approximately 250 ft. North of Southward home signal) a sufficient distance to clear circuit after picking up and/or setting out so that engine clears short approach circuit.

Danville—NYC—Remote Controlled Plant. South Interlocking Plant Danville is remotely controlled jointly by operator stationed at North Interlocking Plant, Danville, and dispatcher.

Walz—CMStP&P—Automatic Plant. The C&EI home signals are jointly controlled by dispatcher. Trains or engines stopped at Walz by home signal will first call the dispatcher. If dispatcher is unable to clear signals, he may instruct train or engine, "After you have complied with instructions posted in release box at crossing, you may proceed at restricted speed to the next signal." Train or engine crew will then read and be governed by instructions posted in release box at crossing. If signal does not change to proceed indication within six (6) minutes, proceed through interlocking plant on hand signal from a member of crew at crossing if there is no train or engine on conflicting route and signals on conflicting route indicate stop.

If reverse movement is to be made on this interlocking plant, train or engine must occupy both sides of the crossing before backing out of interlocking limits. If this is not done it will be necessary to operate release at crossing before plant will release and until plant is released switches between Walz and Brewer will not release.

15—YARD LIMITS:

Stations	From	To
Yard Center	Dolton Jct.	Thornton Jct.
Heights Yard	Jay Tower	MP 31

16—SPEED RESTRICTIONS:

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

	MPH
Yard Center—Over railroad crossings on main track	50
Over spring switch against current of traffic on southward track	40
Chicago Heights—Between first street north of depot TP 26-24 and EJ&E crossing TP 27-1	50
Beecher—On northward and southward main tracks between TP 37-15 and TP 38-15	60
Momence—On northward track between TP 50-30 and TP 49-30	60
St. Anne—Over NYC crossing	60
Watseka—Interlocking crossover	15
Hoopeston—Until engine has passed over street crossings	60
Around curves between TP 120-20 and TP 121-9	70
Danville—Between TP 122-35 and TP 123-17	15
Walz—Around curve at TP 125-27 and over railroad crossing	60

17—STATIONS AND TRACKS NOT ON SCHEDULE PAGES:

Miles from Chgo.	Name	Station Number
19.5	South Holland	19
21.7	Thornton	22
26.6	Chicago Heights	27
27.8	Heights Yard	28
30.4	Crete	30
34.2	Goodenow	34
41.0	Sollitt	41
57.9	Wichert	58
64.2	Papineau	64
67.7	Martinton	68
111.2	Alvin	111
118.4	West Newell	118
124.8	Oaklawn	125

EVANSVILLE SUBDIVISION

18—BLOCK INFORMATION:

- a—Rules 505 to 518 in effect Brewer to Northward Home Signal Union Track Jct.
- b—Rules 261 to 264 in effect between Brewer and northward home signal Belt Yard.
- c—Belt Yard—Columbia St., Northward and Southward Dwarf Signals controlled from Wansford Telegraph Office.
- d—Union Track Junction—Home signals controlled from Wansford Telegraph Office.
- e—Wansford—North and south end of siding controlled from Wansford Telegraph Office.

19—DANVILLE-BREWER:

Clearance received by southward trains at Danville or Oaklawn will confer the same authority as though received at the initial station as prescribed by Rule 83(b).

20—CAYUGA:

Trains and engines using N&W wye must protect their movement over Division Street by a flagman.

21a—WABASH RIVER ORDNANCE SPUR:

Movements over Route 63 must be protected by trainman on ground.

21b—CLINTON SOUTH MINE BRANCH:

Movements over Western Ave. crossing must be protected by trainman on ground.

21c—ATHERTON:

Engines must not cross either one of two track scales located in the Central Nitrogen plant.

22a—YOUNG AND BREED SWITCH:

Movements over U.S. Route 41 must be protected by a trainman on the ground.

22b—YOUNG:

Trains handling depress center flat cars with more than four (4) wheel trucks, either loaded or empty, will not be handled around wye.

22c—KELCE SWITCH:

Tipple not high enough to clear engine, box car or caboose.

23a—SULLIVAN:

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

24—KING:

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

b—Northward trains or engines from Mt. Vernon subdiv. must not enter on or foul siding at King or re-enter siding after having cleared it, without permission from the dispatcher.

c—Southward dwarf signal King siding governs facing point movements over spring switch. When signal displays aspect as per Rule 292, stop must be made, switch points must be examined, known to fit properly and switch lined for route to be used, after which train may proceed.

25—WANSFORD TO EVANSVILLE:

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

b—Yard movements on Yankeetown track over U.S. Route No. 41, Lynch Road and Peters Road must be protected by a trainman on the ground.

26—JOINT TRACKS:

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

b—Between crossover Gibson and Southern Yard Princeton C&EI employees be governed by current Southern Book of rules, time table and instructions. Southern Bulletins affecting movement of trains and engines between Gibson and Princeton will be issued by C&EI. C&EI trains may display their standard markers and signals.

c—Between crossover Gibson and south power switch Gibson and in siding Gibson, Southern crews be governed by C&EI written operating instructions.

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

27—INTERLOCKING PLANTS:

Cayuga, Hillsdale, Dewey, Haley, Terre Haute, Spring Hill (2), Sullivan, Vincennes PRR, Vincennes B&O, Princeton.

Cayuga—N&W—Automatic Plant. The C&EI home signals are jointly controlled by dispatcher. Trains or engines stopped at Cayuga by home signal will first call the dispatcher. If dispatcher is unable to clear signals, he may instruct train or engine, "After you have complied with instructions posted in release box at crossing, you may proceed at restricted speed to the next signal." Train or engine crew will then read and be governed by instructions posted in release box at crossing. If signal does not change to proceed indication within eight (8) minutes, proceed through interlocking plant on hand signal from a member of crew at crossing if there is no train or engine on conflicting route and signals on conflicting route indicate stop.

Hillsdale—B&O—Automatic Plant. Trains or engines finding home signal at stop must occupy track within two hun-

dred (200) ft. of home signal in order to receive a proceed indication at home signal. If home signal still does not indicate proceed and no conflicting movement is being made, operate C&EI release in release box at crossing as per instructions posted in the release box. If signal does not change to proceed indication within six (6) minutes, proceed through interlocking plant on hand signal from a member of the crew at crossing if there is no train or engine on conflicting route and signals on conflicting route indicate Stop.

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

Spring Hill—Plant controls south end of Baker Siding, north interlocking crossing and south interlocking crossings. When stopped by the home signal at north crossing and signal does not display proceed indication, do not proceed until permission is obtained from operator. In addition, main track movements must receive authority from dispatcher before proceeding over the plant.

Sullivan—I.C.—Automatic plant. Trains or engines finding home signal at stop must occupy track within 200 ft. of home signal in order to receive a proceed indication at home signal. If home signal still does not indicate proceed and no conflicting movement is being made, operate C&EI release in release box at crossing as per instructions posted in the release box. If signal does not change to proceed indication within six (6) minutes, proceed through interlocking plant on hand signal from a member of the crew at crossing if there is no train or engine on conflicting route and signals on conflicting route indicate Stop. 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.

Vincennes—PRR—Automatic plant. If a train is stopped by home signal and no conflicting movement is being made, operate C&EI release in telephone box at crossing. If signal does not change to proceed indication within two minutes, proceed through interlocking plant on hand signal from a member of the crew at crossing if there is no train or engine on conflicting route and signals on conflicting route indicate Stop.

Princeton—Sou. Ry.—Automatic plant. If a train is stopped by home signal and no conflicting movement is being made, operate C&EI release in iron box at crossing. If signal does not change to proceed indication within six minutes, proceed through interlocking plant on hand signal from a member of the crew at crossing if there is no train or engine on conflicting route and signals on conflicting route indicate Stop. Southward signal governing movement from transfer track will not give a proceed indication unless crossover to main track is reversed.

28—RAILROAD CROSSINGS NOT INTERLOCKED:

Evansville—Southern.

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

29—YARD LIMITS:

Evansville. . Northward Home Signal Belt Yard to MP 287.3 (Evansville Union Station.)

30—SPEED RESTRICTIONS:

The following restrictions govern all trains and

	MPH
engines except where speed restrictions covered by Special Instruction 3 are less:	
Perrysville—Between TP 133-20 and TP 134-20....	60
Cayuga—Over NKP crossing.....	50
Newport—Between TP 147-5 and TP 148-6.....	60
Wabash River Ordnance tracks and over switch and through turnout just west of highway Route 63	5
Between TP 159-6 and TP 159-26.....	60
Clinton—Over switch south end of siding.....	30
Over Wabash River Bridge	20
Clinton Mine Branches.....	10
Between TP 163-20 and TP 164-10.....	55
O.C. Jct.—Around curve.....	60
Terre Haute—Haley—Southward home signal to south end Haley	30
South end Haley to automatic signal 178-5 (Crawford Street)	20
Automatic signal 178-5 (Crawford Street) to TP 179-16	30
Young—Wye tracks to Pfizer Plant including east track and four car lengths beyond clearance points west track	10
Oaktown—All trains reduce speed through Oaktown until engine is over crossings.....	30
Maria Creek—Around curves between TP 227-20 and TP 228-15	50
Smith—Between MP 230 and TP 231-15.....	60
Vincennes—Between TP 233-15 and TP 233-31....	55
Over B&O crossing	25
Over PRR crossing	10
Between TP 233-31 and TP 235-39.....	35
Between TP 238-17 and 238-33.....	70
Decker—White River Bridge and trestle.....	20
Hazleton—Around curves TP 248-7 to TP 248-17..	70
Around curves between TP 251-22 and TP 251-37..	60
Miller—Between MP 253 and MP 254.....	55
Patoka—Between TP 254-40 and TP 255-35.....	55
Gibson—Between TP 258-10 and TP 258-30.....	60
Princeton—Around curves south of depot.....	40
Over Southern Railway crossing.....	35
Ft. Branch—All trains reduce speed through Ft. Branch until engine is over crossing.....	40
Around curves between TP 271-15 and TP 272-7...	60
Between MP 278 and South end siding Wansford.	69
Evansville —Between South end siding Wansford and TP 285-13.....	40
Between TP 285-13 and Union Track Jct.	20
Belt Ry.	10
Wansford—Between Letter track switches and main track	10
Union Track Junction to Evansville, except 8 miles per hour between Fifth and Clark Street, 5 miles per hour until Engine has passed over crossing at Fulton Ave.	15
Through passenger station tracks, looking out for yard engines not protecting and switches not lined for the movement on the track over which the train or engine is operating.....	5

31—STATIONS AND TRACKS NOT ON SCHEDULE PAGES:

Miles from Chgo.	Name	Station Number
134.2	Perrysville	134
138.1	Dickason Pit	138
151.0	Wabash River Ordnance	152
159.8	Standard Pit	161
186.2	Young	186
187.2	Kelce Switch	187
196.3	Breed Switch	196
209.3	Paxton	209
224.7	Emison	225
241.0	Purcell	241
255.3	Patoka	255
269.7	Haubstadt	270
273.6	Stacer	274
283.0	Straight Line Jct.	283

ST. LOUIS SUBDIVISION

32—BLOCK INFORMATION:

a—Rules 505 to 518 in effect between TP 143-10 and TP 147-33, between TP 163-16 and TP 165-11, and between TP 174-34 and Northward dwarf signal 205-0 located at Poplar Street, Pana.

Automatic Northward approach signal 84-2 located South of Woodland Jct. is part of the automatic block system and GRS system for Northward trains.

Southward automatic block signal 202-7 is approach signal for Pana Interlocking Plant.

b—Rules 261 to 264 in effect between Southward C.T.C. home signal located at TP 185-27 at Findlay and Northward C.T.C. home signal located at TP 203-35 at Pana. Control operator is located at Findlay depot.

c—Rule 99(c) is not in effect on St. Louis Subdiv. except between interlocking plant Sullivan, Illinois and Pana.

33—WOODLAND JCT.:

Clearance received by southward trains from Danville Subdivision at Watseka will confer the same authority as though received at the initial station as prescribed by Rule 83 b.

34—VILLA GROVE:

Trains entering St. Louis Subdivision from Westville Subdivision must promptly report to Operator Glover or Tuscola when clear of Westville Subdivision.

Trains entering Westville Subdivision from St. Louis Subdivision must promptly report to Operator Glover or Tuscola when clear of St. Louis Subdivision.

Trains leaving or clearing main track for any reason must promptly report to operator Glover or Tuscola when clear of main track.

Northward trains on Southward track stopped by Northward Automatic Dwarf Signal 144-6A located at the end of two tracks must operate key release located on Signal 144-6A by inserting switch key and turning. If signal does not clear after two (2) minutes and there are no conflicting moves, proceed at restricted speed to the end of automatic block territory.

Southward trains on Northward track stopped by Southward Automatic Dwarf Signal 146-1A located at end of double track must operate key release located on Signal 146-1A

by inserting switch key and turning. If signal does not clear after two (2) minutes and there are no conflicting moves, proceed at restricted speed to the end of automatic block territory.

Messages, consists, etc. normally left at Villa Grove will be thrown off at Tuscola or Glover or some other telegraph office, during the time Villa Grove is closed.

35—BETWEEN FINDLAY AND PANA:

a—Between Interlocking Plant Findlay and Northward C.T.C. home signal Pana, trains not scheduled will be designated as Extra trains and may run without Clearance Form A or running orders as prescribed by Rule 97.

b—Clearance received at Findlay by Northward trains will confer the same authority as though received at the initial station as prescribed by Rule 83 b.

36—FINDLAY:

Northward trains receiving a proceed indication on home signal Findlay running with the current of traffic will move ahead of overdue superior trains to the train order signal Findlay. Trains stopped by home signal Findlay must communicate promptly with Operator Findlay.

37—WESTERVELT:

Trains and engines must not use elevator track at Westervelt to clear the main track. When elevator track is used, at least one car must be left on main track.

39—JOINT TRACK:

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

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

40—INTERLOCKING PLANTS:

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

Arthur (PRR), Sullivan (IC).—Automatic Plant. Trains or engines finding home signal at stop must occupy track within 200 ft. of home signal in order to receive a proceed indication at home signal. If home signal still does not indicate proceed and no conflicting movement is being made, operate C&EI release in release box at crossing as per instructions posted in the release box. If signal does not change to proceed indication within six (6) minutes, proceed through interlocking plant on hand signal from a member of the crew at crossing if there is no train or engine on conflicting route and signals on conflicting route indicate Stop.

42—YARD LIMITS:

Villa Grove.... TP 143-30.... MP 147
Findlay.....Signal 182-7.. Interlocking Plant
Pana.....C.T.C. Home
SignalNYC Main Track Connection

43—SPEED RESTRICTIONS:

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

	MPH
Bridge C-1114 between Ellis and Royal.....	40
Villa Grove Jct.—Northward movements over spring switch end of two tracks.....	30

V.E. Over main track spring switch.....	30
Tuscola—Around curves north of IC crossing.....	30
Arthur—Around curve and over PRR crossing....	30
Sullivan—Around curve at depot between TP 176-01 and TP 176-08.....	30
Hall—Over Spring switch end of two tracks....	30
Findlay—Over Wye switch.....	20
Pana—Southward trains between TP 202-26 and TP 203-20	30
Entering or leaving NYC main tracks.....	15

44—STATIONS AND TRACKS NOT ON SCHEDULE PAGES:

Miles from Chgo.	Name	Station Number
116.5	Dailey	1117
124.7	Pauline	1125
129.1	Tipton	1129
136.5	Block	1136
148.9	West Ridge	1149
155.5	Craigs	1156
173.1	Chippis	1173

SALEM SUBDIVISION

45a—BLOCK INFORMATION:

Rules 505 to 518 in effect between
TP 240-15 and TP 245-06
TP 256-11 and TP 252-38
TP360-23 and TP 364-30
Rule 99(c) not in effect on Salem Subdiv.

45b—SALEM YARD:

All trains register and receive clearance at Salem Yard. Clearance received at Salem Yard issued and signed by the superintendent will confer the same authority to regular trains as though received at initial station (Rule 83b). Trains will not require clearance if train order signal indicates proceed.

46—MT. VERNON:

a—No. 7 track, Tie Plant, not safe for engines south of point of second switch south of route 460.
b—JSW Spur—movements over highway Route No. 37 must be protected by a trainman on the ground.

47—WEST FRANKFORT:

a—When flasher signals at Main Street are operating account train on main track, trains or engines using lead over Main Street must protect their movement over street by a flagman. At other times crews must ascertain that flasher signals operate at least twenty (20) seconds before proceeding over main street.
b—Engines must not use east end of wye track east of road crossing.
c—Orient Mine Lead Track at Route 37. Movements over this crossing must be protected by flagman on ground.

48—SPILLERTOWN:

Conveyor on Wilkins track 600 ft. north of south switch will not clear engine or man on side of car.

49—JOPPA JUNCTION:

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

50—JOINT TRACKS:

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

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

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

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

51—INTERLOCKING PLANTS:

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

Kinmundy—IC—Automatic Plant: Trains or engines finding home signal at stop must occupy track within two hundred fifty (250) feet of home signal in order to receive a proceed indication at home signal. If home signal still does not indicate Proceed and no conflicting movement is being made, operate C&EI switch key release in release box at crossing as per instructions posted in release box. If signal does not change to Proceed indication within Six (6) minutes AND INDICATOR LAMP ON RELEASE BOX IS LIGHTED, Proceed through interlocking plant on hand signal from a member of crew at crossing, if there is no train or engine on or approaching on conflicting route. IF INDICATOR LAMP ON RELEASE BOX IS NOT LIGHTED, train must occupy track between home signal and IC RR crossing, but stop in clear of IC RR crossing. After standing between home signal and IC RR crossing Six (6) minutes, train may proceed if there is no train or engine on or approaching on conflicting route.

S.A. — B&O — Automatic Plant: Trains or engines finding home signal at stop must occupy track within two hundred fifty (250) feet of home signal in order to receive a proceed indication at home signal. If home signal still does not indicate proceed and no conflicting movement is being made, operate C&EI release in release box at crossing as per instructions posted in release box. If signal does not change to proceed indication within six (6) minutes, proceed through Interlocking Plant on hand signal from a member of crew at crossing if there is no train or engine on conflicting route and signals on conflicting route indicate Stop.

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

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

52—RAILROAD CROSSINGS NOT INTERLOCKED:

Altamont, Benton, Marion (2), TP 373-12.

ALTAMONT—B&O—GATE:

Gate just north of crossing is connected to tilting target type signal.

Gate may be found either across B&O RR or across C&EI RR. All trains and engines approach this crossing prepared to stop.

When gate is across B&O RR, the tilting target signal will be in vertical position and C&EI trains may proceed without stopping.

When gate is across C&EI RR, the tilting target signal will be in horizontal position and C&EI trains must stop and operate as per instructions posted at crossing, and proceed.

It is not necessary for either C&EI or B&O trains to restore gate after movement over crossing.

Speed limit ten (10) MPH until engine has passed over crossing.

BENTON—IC—GATE:

Gate may be found either across IC RR or across C&EI RR. All trains and engines approach this crossing prepared to stop. If gate is across IC RR, proceed not to exceed Fifteen (15) MPH until engine has passed over crossing. If gate is across C&EI RR, stop, and if no conflicting movement is evident, place gate across IC RR and proceed. It is not necessary for either C&EI or IC trains to restore gate after movement over crossing.

MARION—IC—GATE:

Normal position of gate is across the IC RR. All trains and engines approach this crossing prepared to stop. If gate is across IC RR, proceed not to exceed Fifteen (15) MPH until engine has passed over crossing. If gate is across C&EI RR, stop, and if no conflicting movement is evident, place gate across IC RR and proceed.

MARION—MP—GATE:

Normal position of gate is across the MP RR. All trains and engines approach this crossing prepared to stop. If gate is across MP RR, proceed not to exceed Fifteen (15) MPH until engine has passed over crossing. If gate is across C&EI RR, stop, and if no conflicting movement is evident, place gate across MP RR and proceed.

TP 373—12—MP—GATE:

Gate normally across MP RR. Signals indicate proceed if gate is normal and stop if gate is across C&EI track. Approach crossing prepared to stop and do not proceed over crossing until signal indicates proceed, gate is properly lined for C&EI movement and crossing is clear.

53—YARD LIMITS:

Findlay.....	St. Louis Subdiv.....	TP 186-22
Salem Yard.....	TP 250-20.....	MP 256
Mt. Vernon.....	MP 273.....	MP 278
West Frankfort.....	MP 303.....	MP 309
Marion.....	TP 315-10.....	MP 320
Goreville.....	TP 327-20.....	TP 330-25
Thebes.....	TP 377-1.....	Bridge Jct.

54—SPEED RESTRICTIONS:

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

	MPH
Kaskaskia Bridge C-1942	20
Altamont—Curve at Depot.....	20
St. Elmo—Curve at tower.....	25
Southward—Between home signals.....	20
Between TP 224-36 and TP 225-05.....	50
Happy Hollow—Around reverse curves between MP 228 and TP 228-24.....	40
S.A. Tower—Southward—Between home signals..	20
V.N. Tower—Between home signals.....	25
J.S.W. Spur—Over entire spur.....	25
Freeman Mine Lead—Between Buckhorn Switch and North End Lead Yard.....	20
Saline Creek Bridge C-3243.....	20
Between TP 332-6 and MP 334.....	35
Grasshopper Creek Bridge C-3347	20
Between TP 335-10 and TP 335-22.....	25
Between TP 338-15 and TP 338-25.....	25
Between MP343 and MP 345.....	20
Joppa Jct. North Leg of Wye.....	20
TP 373-12 over Mo. Pac. R.R.....	20
Thebes—SI&MB Co. Bridge.....	25

55—STATIONS AND TRACKS NOT ON
SCHEDULE PAGES:

Miles from Chgo.	Name	Station Numbers
208.1	Holland	2208
233.2	Loogootee	2233
248.2	Brubaker	2248
260.0	Cartter	2260
267.2	Texico	2267
276.5	JSW Spur	
279.9	Huff	
286.5	Nason	
293.1	Old Ben 21	
283.7	Bonnie	2284
291.7	Whittington	2292
314.3	Spillertown	2314
321.8	Hudgens	2322
336.4	Buncombe	2336
349.3	Oberts	2349
351.1	Perks	2351
369.3	Olive Branch	2369

WESTVILLE SUBDIVISION

56—VILLA GROVE JCT.:

Southward trains be governed by time-table rule 34.

57—WESTVILLE:

Trains and engines must protect their movements in the house track over Main Street, Route No. 1, by a flagman

58—INTERLOCKING PLANTS:

Danville—N&W lead to P&E, P&E, N&W and City Freight Lead and Westville.

Westville-NYC—Automatic Plant. Trains or engines finding home signal at Stop must occupy track within two hundred fifty (250) feet of home signal in order to receive a proceed indication on the home signal. If home signal still does not indicate proceed and no conflicting movement is being made, operate C&EI release in release box at crossing as per instructions posted in the release box. If signal does not change to proceed indication within six (6) minutes, proceed through interlocking plant on hand signal from a member of the crew at crossing if there is no train or engine on conflicting route and signals on conflicting route indicate Stop.

Danville—N&W lead to P&E, P&E, N&W and City Freight Lead are remotely controlled by Operator located at North interlocking Plant Danville.

59—YARD LIMITS:

Danville.....	Danville Subdiv.....	TP 124-30
Westville.....	MP 132.....	MP 134
Sidell Jct.....	Main Line.....	End of Jamaica Spur
Villa Grove.....	MP 164.....	Villa Grove Jct.

60—SPEED RESTRICTIONS:

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

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

61—STATIONS AND TRACKS NOT ON
SCHEDULE PAGES:

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

JOPPA SUBDIVISION

62—RAILROAD CROSSINGS NOT INTERLOCKED:
Karnak—NYC. Gate normally across C&EI and locked. C&EI trains stop, crews operate gate and restore to normal after movement over crossing is complete.

63—YARD LIMITS:
Joppa Jct. Salem Subdivision Chasco
Karnak MP 350 MP 353
Joppa MP 359 End of subdivision

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

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

BROTHERS SUBDIVISION

65—YARD LIMITS:
Rossville Jct. Main Line End of Subdivision

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

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

JUDYVILLE SUBDIVISION

67—ENTIRE SUBDIVISIONS:
Cars with capacity of over 175,000 lbs. must not be moved without authority of Chief Dispatcher.

67a—JUDYVILLE:
Derail located in main track three hundred (300) feet north of elevator track switch.

68—INTERLOCKING PLANTS:
Johannott—C&EI train or engine must stop at home signal and operate a push-button located in box at home signal before home signal will indicate proceed for movement over crossing.
If home signal does not then change to proceed and no CMSt.P&P train is approaching or on crossing, crew must operate hand release in box at crossing. Instructions are in box. If home signal does not then change to proceed, train may move through plant on hand signal from trainman at crossing.

69—RAILROAD CROSSINGS NOT INTERLOCKED:
Stewart—NYC. Gate normally across C&EI and locked and semaphore arm on gate post vertical. C&EI trains stop, crews operate gate and restore to normal after movement over crossings is complete.

70—YARD LIMITS:
Judyville Subdivision Main Line End of Subdivision

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

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

BRAZIL SUBDIVISION

72—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.

73—INTERLOCKING PLANT:
Burnett.

74—YARD LIMITS:
Brazil Subdivision Main Line End of Subdivision

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

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

CISSNA PARK SUBDIVISION

76—YARD LIMITS:
Cissna Park
Subdivision Alonzo End of Subdivision

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

	MPH
Cissna Park to Alonzo.....	30

MT. VERNON SUBDIVISION

78—MT. VERNON:
Morris track—Engine must not pass over Scale.

78a—RAILROAD CROSSINGS NOT INTERLOCKED:
POSEYVILLE—IC—GATE:
Gate may be found either across IC RR or across C&EI RR. All trains and engines approach this crossing prepared to stop. If gate is across IC RR, proceed not to exceed Fifteen (15) MPH until engine has passed over crossing. If gate is across C&EI RR, stop, and if no conflicting movement is evident, place gate across IC RR, and proceed. It is not necessary for either C&EI or IC trains to restore gate after movement over crossing.

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

79—YARD LIMITS:

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

80—SPEED RESTRICTIONS:

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

	MPH
Mt. Vernon Jct. to Mt. Vernon	40
EXCEPT:	
Switch North end Owensville to State Route No. 65 South end Owensville	25
Through Poseyville from I. C. Crossing to North Switch	25
Under Overhead Bridge at Wadesville	20
Bridge M—2958	10
Mt. Vernon—between North end Strawboard track and second St. General Electric Lead	10

81—LOCATION BULLETIN BOARDS, STANDARD CLOCKS AND TRAIN REGISTERS:

Location	Bulletin Board	Standard Clock	Train Register
Chicago Dearborn Sta. Dispatchers' Office	x		x
Chicago Dearborn Sta. Conductors' Room	x		
Chicago 37th St. Switchmen's Locker Rm.	x		
Yard Center Yard Office	x	x	x
Yard Center Roundhouse Office	x	x	
Chicago Hts. CHTT Diesel House	x		
Watska Depot			x
Danville Yard Office	x	x	x
Danville Passenger Depot		x	
Danville Enginemen's Locker Room	x		
Oaklawn Diesel House	x	x	x
Oaklawn XN-Telegraph Office		x	
Oaklawn Dispatchers' Office		x	
Haley Telegraph Office		x	
Baker Yard Office	x	x	x
Vincennes Diesel House	x		
Mt. Vernon, Ind. Depot	x		x
Wansford Yard Office	x	x	x
Evansville Union Station Telegraph Office	x	x	x
Evansville Trainmen's Locker Room	x		
Villa Grove Depot	x	x	x
Mitchell Yard Roundhouse	x		
Mitchell Yard Yard Office	x	x	x
Salem Yard Yard Office	x	x	x
Mt. Vernon, Ill. Depot	x		
West Frankfort. Depot	x	x	x
Neilson Telegraph Office			x
West Vienna Telegraph Office			x
Thebes Depot	x		x
Joppa Depot	x	x	x

82—TRAIN REGISTER INFORMATION:

Yard Center Through first class trains register by slip.
 Watska All trains register by slip.
 Danville Yard
 (office) All trains register by slip.
 Wansford First class trains register by slip.
 West Frankfort Trains starting and terminating will register.
 Neilson CB&Q trains register by slip. Other trains will not register.
 West Vienna CB&Q trains register by slip. Other trains will not register.

83—TRAIN ORDER STATIONS

ARE OPEN ONLY AS FOLLOWS:

	Week Days	Saturdays Sundays and Holidays
Danville Subdivision		
Bismarck	7:00 AM to 7:30 AM 10:20 AM to 12:00 Noon 1:00 PM to 4:00 PM	
Evansville Subdivision		
Sullivan	7:45 AM to 4:45 PM	
Princeton	8:00 PM to 4:00 AM	8:00 PM to 4:00 AM
St. Louis Subdivision		
Bryce	1:40 PM to 2:40 PM	
Fountain Creek	10:30 AM to 12:00 Noon	
Reilly	9:00 AM to 10:00 AM 3:30 PM to 6:00 PM	
Ellis	1:00 PM to 2:30 PM	
Royal	8:00 AM to 11:30 AM 3:00 PM to 5:00 PM	
Villa Grove	6:00 AM to 2:00 PM	6:00 AM to 2:00 PM
Cadwell	9:30 AM to 11:00 AM	
Sullivan	8:00 AM to 9:00 AM 12:30 PM to 5:00 PM	
Salem Subdivision		
St. Peter	7:00 AM to 4:00 PM	
Neilson	9:00 AM to 6:00 PM	9:00 AM to 6:00 PM
Goreville	9:00 AM to 6:00 PM	
West Vienna	9:00 AM to 6:00 PM	9:00 AM to 6:00 PM
Tamms	12:00 Noon to 3:15 PM	
Thebes	4:00 PM to 8:00 PM	
West Frankfort	5:00 AM to 9:00 PM	5:00 AM to 1:00 PM
Westville Subdivision		
Indianola	1:00 PM to 3:00 PM	
Sidell	8:00 AM to 5:00 PM	
Allerton	8:00 AM to 11:00 AM 2:10 PM to 5:00 PM	
Broadlands	12:10 PM to 2:00 PM	
Joppa Subdivision		
Karnak	7:00 AM to 4:00 PM	7:00 AM to 4:00 PM (Not Open on Sundays and Holidays)
Joppa	6:00 AM to 7:00 PM	6:00 AM to 7:00 PM (Closed Sundays and open on Mondays only between 6:00 AM and 3:00 PM)

MODIFICATIONS and ADDITIONS to THE OPERATING RULES

Whenever the word "Superintendent" appears in the Book of Operating Rules, Time Table, Circulars, Safety Rules, Special Instructions and Notices, it will be construed to mean Assistant General Manager.

Rule G—Addition:

The use of intoxicants or narcotics or their possession by employees at any time while on Company property is prohibited.

Rule N—Addition:

Employees except Police Department Employees are prohibited from carrying fire arms or other weapons while on Duty and/or on Company property.

Rule 10 (g) is eliminated.

Rule 10 (h). First paragraph, is changed to read: When track is not safe for normal speed, a yellow disc will be displayed on the engineer's side of the track six thousand (6000) feet from the point of restriction. A rectangular yellow signal with a black diagonal stripe will be placed four thousand (4000) feet from the point of restriction. Unless a different speed is specified by train order or bulletin, train may proceed at a speed of not more than ten (10) Miles Per Hour from the point of restriction until a green signal is found on the engineer's side of the track indicating that slow track has been passed. This green signal will be placed one hundred (100) feet beyond the point of slow track protection. Speed must not be increased above that specified until entire train has passed over slow track. The rear trainman will give proceed signal when rear of train has passed green signal.

Rule 17. First sentence is changed to read: The headlight must be displayed full power to the front of trains day and night.

Rule 17(c) is eliminated.

Rule 19. First paragraph changed to read: The following signals will be displayed to the rear of every train, as markers, to indicate the rear of the train, except reflectorized markers may be used, day or night, in place of conventional markers.

C.T.C. Territory—Exception to Rule 19, Figure 8 and Rule 19 (a):

Trains clear of main track will display markers red to rear instead of green as prescribed by Rule 19, Figure 8, and trains not equipped to display prescribed markers on rear, Rule 19 (a), will display red flag by day and red light by night instead of a white light.

Rule 35. Modified: A white light will be used in place of a red light and the use of a red light as flagman equipment is eliminated.

Rule 93. The third and fourth paragraphs are changed to read: Within yard limits, second class, third class, Extra trains and engines must move prepared to stop short of train, engine, cars or switch not properly lined. Trains and engines must not enter on or foul main track, or re-enter main track after having cleared it, without first ascertaining that there are no closely approaching trains or engines.

Within yard limits, when running against the current of traffic, or on a portion of two or more tracks used as a single track, all trains and engines must move prepared to stop short of train, engine, cars, or switch not properly lined.

Rule 99(c)—Addition:

When operating under Automatic Block Signal System rules or C.T.C. rules, protection against following trains or engines is not required.

C.T.C. Territory—Exception to Rule 105:

Sidings governed by Rule 286. Trains or engines must not enter or foul siding or re-enter such siding after having cleared it unless authorized by signal indication or verbal permission of Control Operator.

All trains and engines using siding governed by Rule 286 must be protected as prescribed by Rule 99.

THE FOLLOWING RULES, 255 TO 257 INCLUSIVE, ARE ADDITIONS TO THE OPERATING RULES AND ARE IN EFFECT ONLY BETWEEN JAY TOWER AND THORNTON JCT.:

Rule 255—A train or engine must not enter on or foul main track, or re-enter main track after having cleared it, unless the movement is authorized by signal indication or permission of operator or train dispatcher.

Rule 255 (a)—Signal indication or permission must not be given by an operator without authority of train dispatcher, except that when communication with train dispatcher has failed, the operator may permit a regular scheduled train to proceed.

Rule 255 (b)—When signal indication or permission has been given to a train, it may proceed until instructed to clear main track.

Rule 256—Movement against the current of traffic must be authorized by Train Order Form DR unless track and time limits have been secured as per Rule 257.

Rule 257—Trains or engines may occupy the main track within specified limits for time periods designated by the train dispatcher, but will not be relieved of observance of signal indications.

The train dispatcher will instruct the leverman to restore the signals to "Stop" position and block the levers controlling signals governing movements into such limits, and blocks must not be removed until authorized by train dispatcher after train or engine has cleared such limits.

Within such limits, movement may be made in either direction without flag protection. In case main track is not clear by the time specified, trains or engines must be protected as per Rule 99. Where track and time limits are granted to more than one train or engine in the same territory, it will be so stated and such trains and engines must move at restricted speed in this territory.

Trains and engines must be clear and reported clear of main track limits before expiration of the time limits granted. *Employee reporting clear of main track must state his name and occupation.* If additional time is required, authority must be obtained from dispatcher before authorized time limit has expired.

To hold track limits for time authorized, main track must be occupied continuously, or main track switch left open. When a train or engine requests track and time limits, employee will state his name, occupation, location and engine number and will repeat track limits and time granted to train dispatcher, who will then give his O.K.

Rules 281 to 293 inclusive. Fixed Signals Rules 281 to 293 inclusive are changed. See Pages 41 to 54 inclusive.

Rule 605. Footnote to Rule 605 is not in effect insofar as Rule 99 is concerned.

Rule 721 (c), Second Paragraph is changed to read as follows:

"Gunpowder, dynamite, nitroglycerine or other explosives must not be transported in any car attached to a passenger train except that carload shipments of explosives may be made by express and handled in passenger trains when in sealed express cars properly placarded. Such explosives may also be handled in an express peddler car with messenger in charge when such car is assigned to the handling of express and baggage exclusively."

Rule 727. Second paragraph of Rule 727 does not apply to all steel cars.

Rule 738 is changed to read: Trains will not leave a terminal or be handled between terminals with a brake pipe leakage of five (5) pounds per minute, unless directed by proper authority to do so. Engineer must observe gauge during test to ascertain the amount of brake pipe leakage.

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

Rule 739. The last sentence of Rule 739 reading, "This test must also be made when changing crews on engines handling brakes on any train." is cancelled.

Rule 788, first paragraph, is changed to read as follows: "It is the duty of the engineer to handle the engine at all times but the fireman may do so for short periods with permission of and in the presence of the engineer, who will be responsible for the proper handling of the engine.

"Fireman must not handle the engine in the absence of the engineer unless authorized by the proper officer or in emergency or requested to do so by the conductor."

Rule 793. Modified: When Form MP 178 Rev. has been filled in completely, that portion of Rule 793 reading:

"And at the end of each trip a record made on the prescribed form of the repairs required" will have been complied with.

FIXED SIGNALS

Rules 281 to 293, inclusive.

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

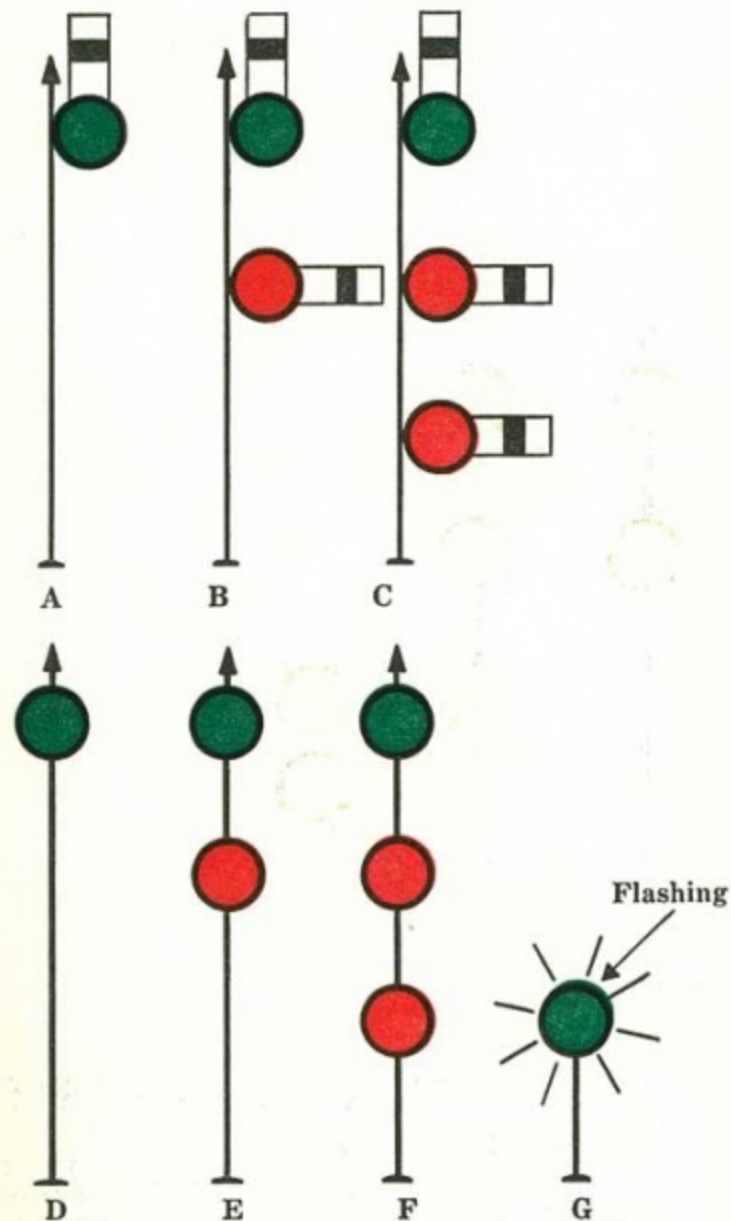
Day and night aspects for color light signals shall have the same colors as the night aspects of the semaphore signals.

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

DEFINITIONS (Pages 5 and 80):

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

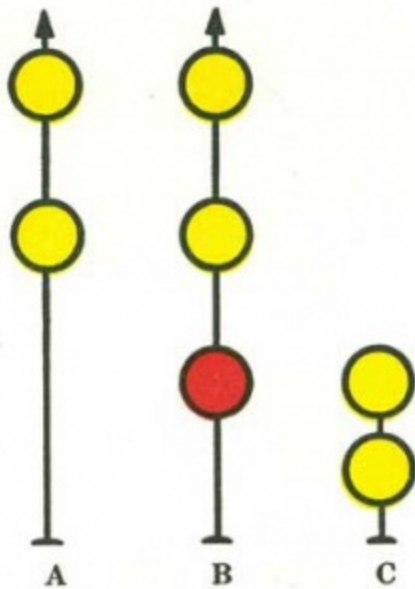
RULE 281



INDICATION — PROCEED.

NAME: CLEAR.

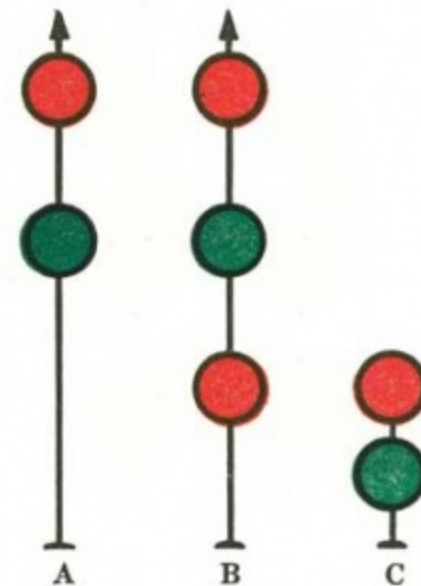
RULE 282



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

NAME: APPROACH MEDIUM.

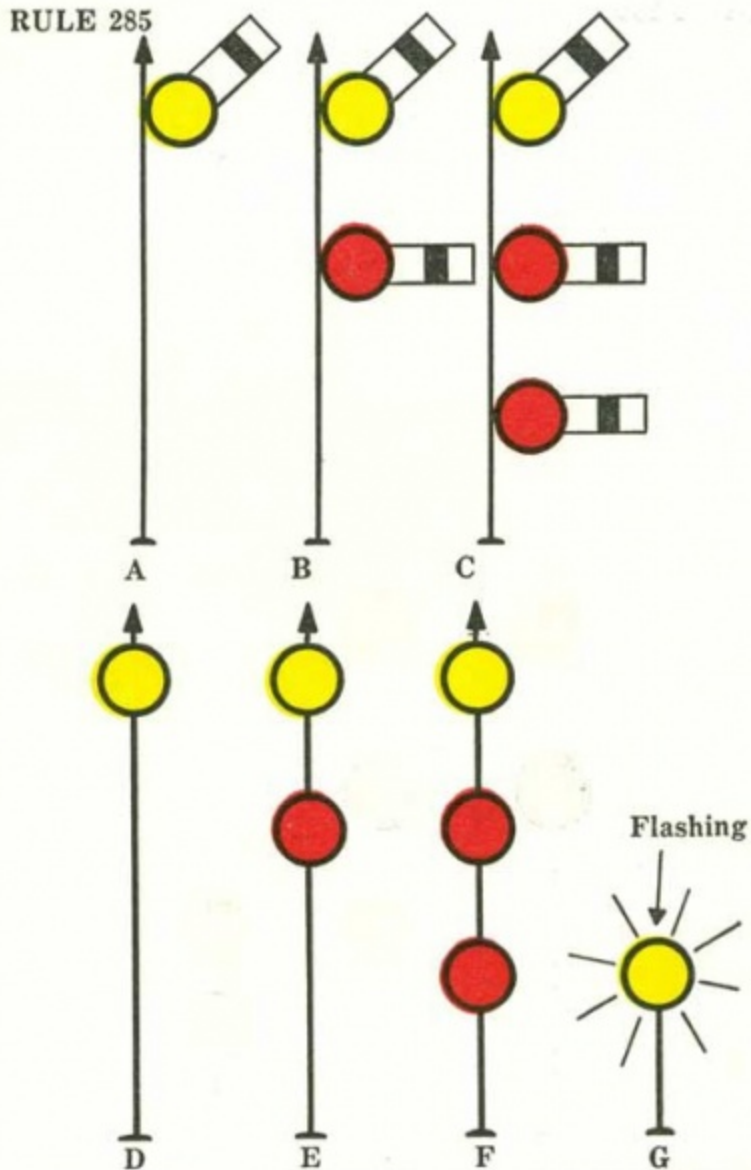
RULE 283



INDICATION — PROCEED THROUGH TURNOUT AT MEDIUM SPEED.

NAME: MEDIUM CLEAR.

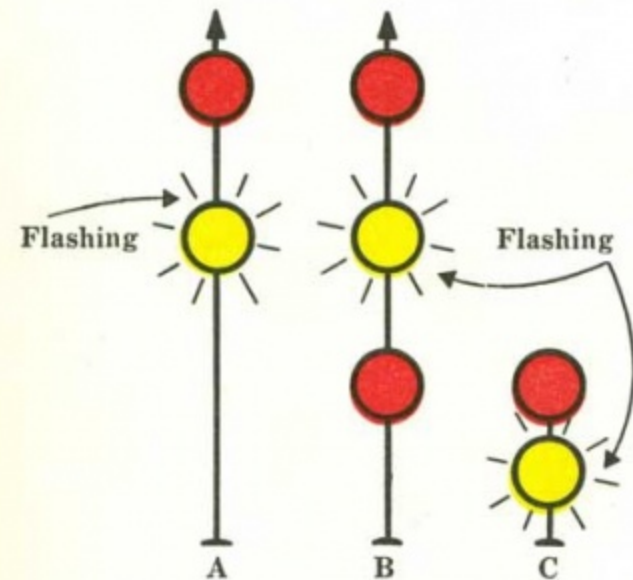
RULE 285



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

NAME: APPROACH.

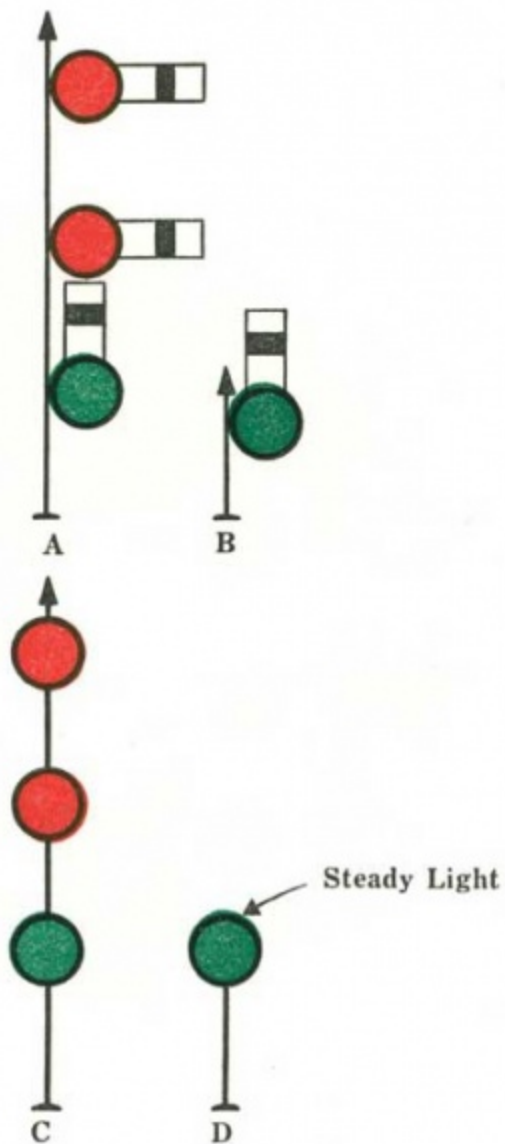
RULE 286



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

NAME: MEDIUM APPROACH.

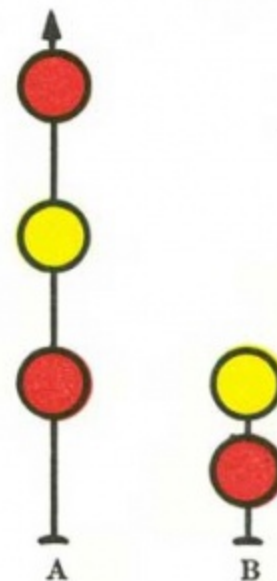
RULE 287



INDICATION — PROCEED THROUGH TURNOUT
AT SLOW SPEED.

NAME: SLOW CLEAR.

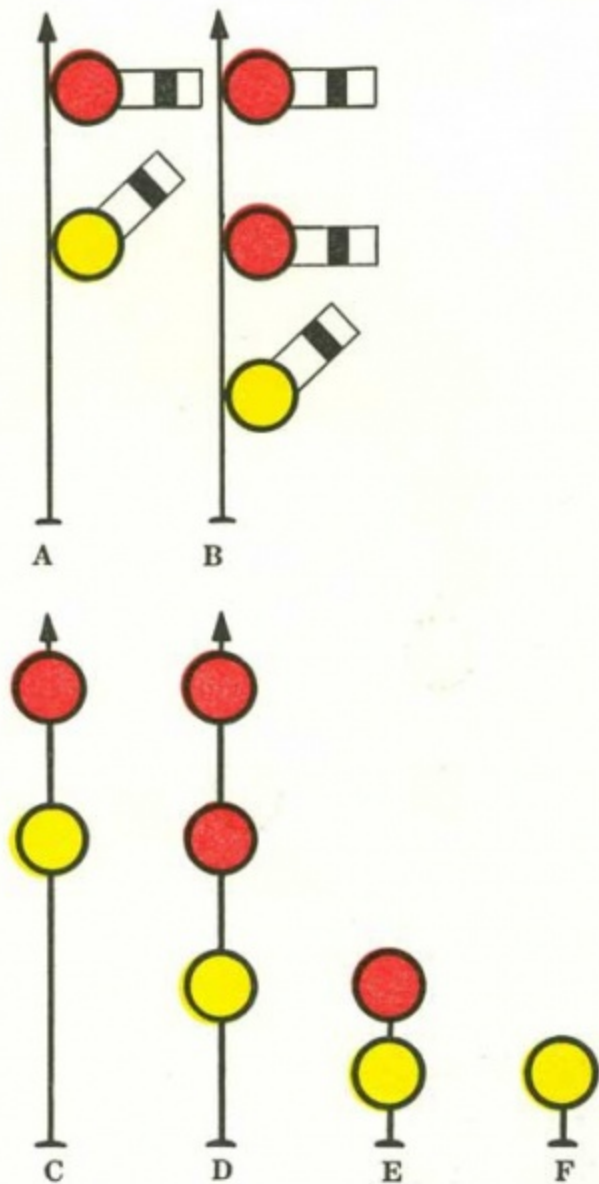
RULE 288



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

NAME: SLOW APPROACH.

RULE 290



INDICATION—PROCEED AT RESTRICTED SPEED.

NAME: RESTRICTING.

RULE 291

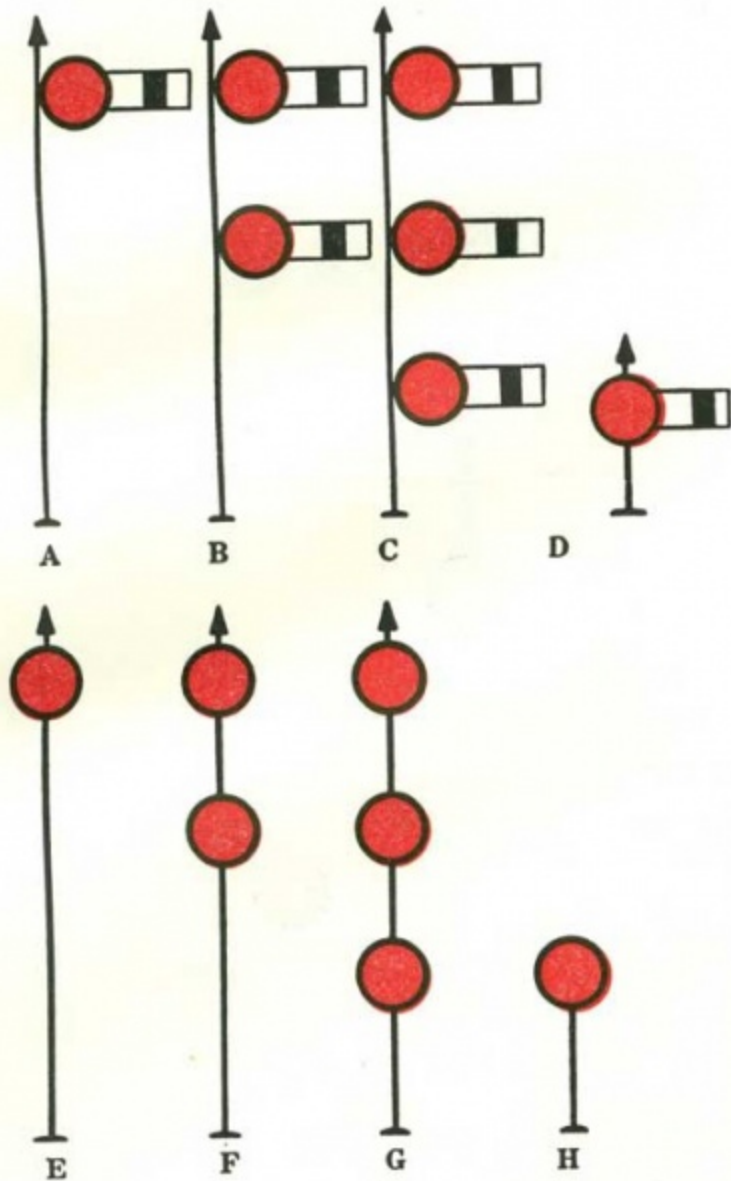


DESIGNATED BY NUMBER PLATE.

INDICATION — STOP; THEN PROCEED AT RESTRICTED SPEED.

NAME: STOP AND PROCEED.

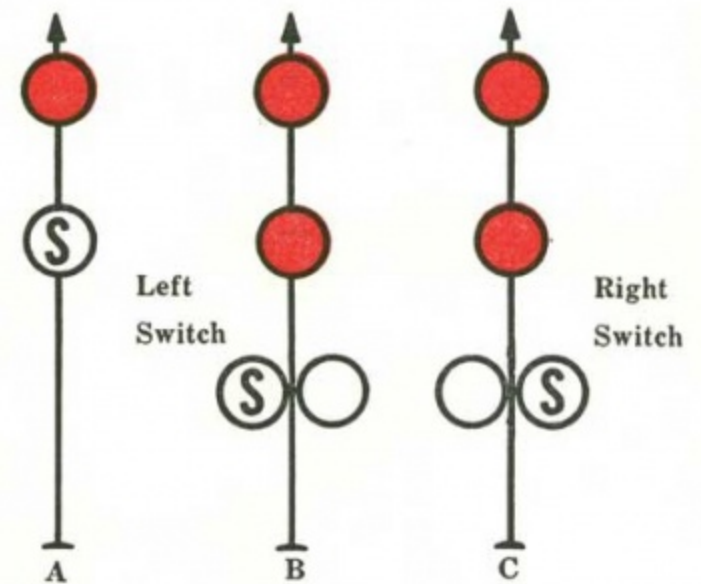
RULE 292



INDICATION — STOP.

NAME: STOP.

RULE 292-A



INDICATION — STOP, OPEN SWITCH, ENTER SIDING.

NAME: TAKE SIDING.

RULE 292-B



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

NAME: PROCEED TO TAKE SIDING.

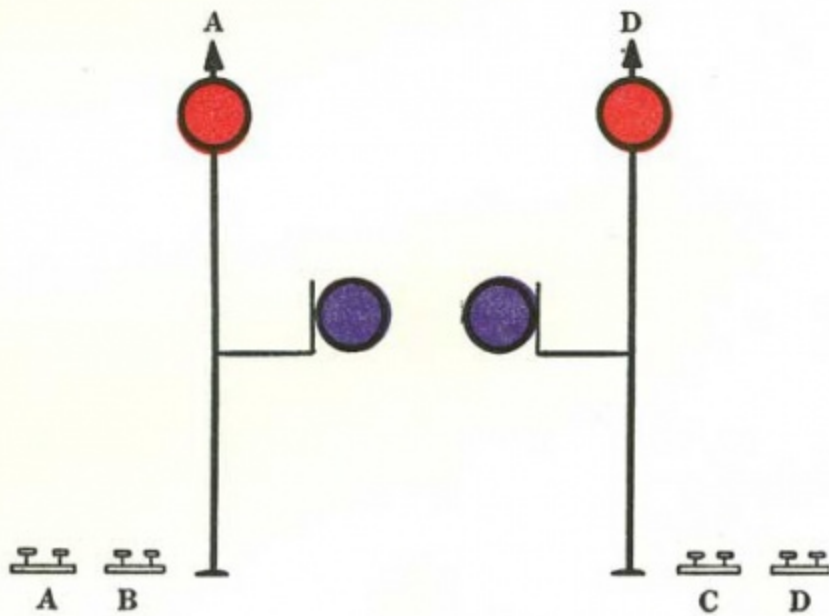
RULE 292-C



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

NAME: LEAVE SIDING.

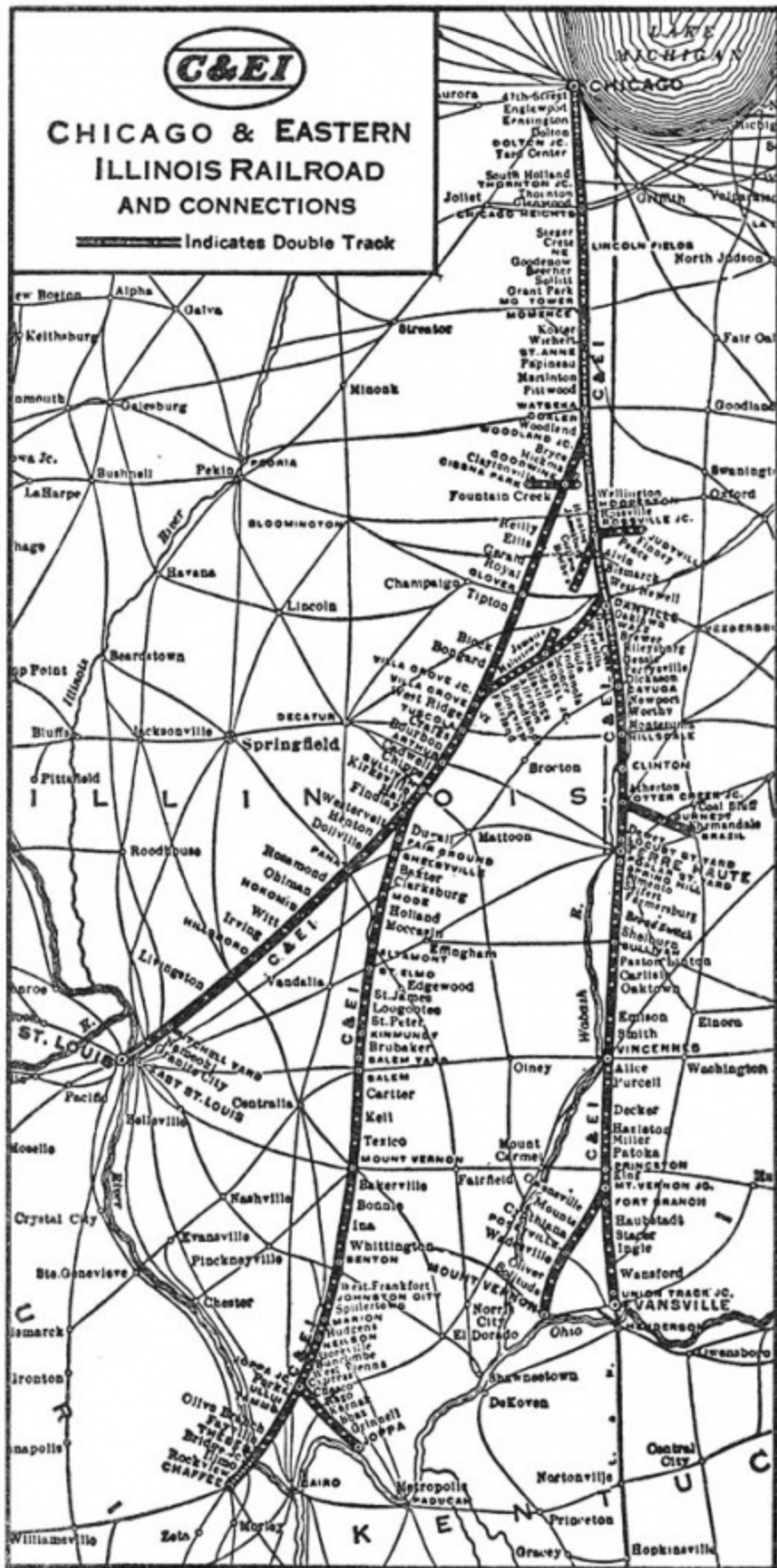
RULE 293



Signal "A" governs
Track "A"

Signal "D" governs
Track "D"

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



SPEED TABLE

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

CALENDAR FOR 1965 AND 1966

1965							1966						
NOVEMBER							DECEMBER						
S	M	T	W	T	F	S	S	M	T	W	T	F	S
1	2	3	4	5	6	7	1	2	3	4	5	6	7
8	9	10	11	12	13	14	8	9	10	11	12	13	14
15	16	17	18	19	20	21	15	16	17	18	19	20	21
22	23	24	25	26	27	28	22	23	24	25	26	27	28
29	30						29	30	31				
MARCH							APRIL						
S	M	T	W	T	F	S	S	M	T	W	T	F	S
1	2	3	4	5	6	7	1	2	3	4	5	6	7
8	9	10	11	12	13	14	8	9	10	11	12	13	14
15	16	17	18	19	20	21	15	16	17	18	19	20	21
22	23	24	25	26	27	28	22	23	24	25	26	27	28
29	30	31					29	30	31				
JULY							AUGUST						
S	M	T	W	T	F	S	S	M	T	W	T	F	S
1	2	3	4	5	6	7	1	2	3	4	5	6	7
8	9	10	11	12	13	14	8	9	10	11	12	13	14
15	16	17	18	19	20	21	15	16	17	18	19	20	21
22	23	24	25	26	27	28	22	23	24	25	26	27	28
29	30	31					29	30	31				
SEPTEMBER							OCTOBER						
S	M	T	W	T	F	S	S	M	T	W	T	F	S
1	2	3	4	5	6	7	1	2	3	4	5	6	7
8	9	10	11	12	13	14	8	9	10	11	12	13	14
15	16	17	18	19	20	21	15	16	17	18	19	20	21
22	23	24	25	26	27	28	22	23	24	25	26	27	28
29	30						29	30	31				
NOVEMBER							DECEMBER						
S	M	T	W	T	F	S	S	M	T	W	T	F	S
1	2	3	4	5	6	7	1	2	3	4	5	6	7
8	9	10	11	12	13	14	8	9	10	11	12	13	14
15	16	17	18	19	20	21	15	16	17	18	19	20	21
22	23	24	25	26	27	28	22	23	24	25	26	27	28
29	30						29	30	31				
JANUARY							FEBRUARY						
S	M	T	W	T	F	S	S	M	T	W	T	F	S
1	2	3	4	5	6	7	1	2	3	4	5	6	7
8	9	10	11	12	13	14	8	9	10	11	12	13	14
15	16	17	18	19	20	21	15	16	17	18	19	20	21
22	23	24	25	26	27	28	22	23	24	25	26	27	28
29	30						29	30	31				