

SAFETY

should be the first consideration of every employe. Every employe should report promptly to his foreman, some member of the Safety Committee or other proper person, every unsafe condition.

EMPLOYEES' HOSPITAL ASSOCIATION

LIST OF HOSPITALS AND SURGEONS

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

Decatur Hospital	Dr. D. A. Pence
Chicago Dispensary	{ Dr. E. L. Arensdorf
	{ Dr. R. S. Westline
Forrest Dispensary	Dr. O. P. Hamilton
St. Louis Dispensary, Missouri Baptist Hospital	{ Dr. C. A. White
	{ Dr. V. O. Fish
Springfield Dispensary	Dr. H. W. Sears

Baylis	Dr. L. Y. Davis
Bement	Dr. A. M. Bruner
Bluffs	Dr. M. Alvarez
Cerro Gordo	Dr. Jas. G. Lamb
Champaign	Dr. C. F. Newcomb
Clayton	Dr. Frank Dodd
Danville	{ Dr. A. E. Dale
	{ Dr. O. H. Crist
East St. Louis	{ Dr. F. H. Gunn
	{ Dr. O. B. Boyd
Edwardsville	Dr. E. Wahl
Effingham	Dr. E. L. Damron
Gibson City	Dr. R. N. Lane
Granite City	Dr. L. D. Darner
Griggsville	Dr. H. C. Loveless
Hammond	Dr. J. H. McNutt
Hannibal	Dr. J. C. Chilton
Jacksonville	{ Dr. J. W. Hairgrove
	{ Dr. F. A. Norris
Keokuk	Dr. H. A. Gray
Litchfield	Dr. G. A. Sihler
Manhattan	Dr. L. B. Brannon
Monticello	Dr. C. M. Bumstead
Mt. Olive	Dr. P. J. O'Farrell
Orland Park	Dr. W. R. Schussler
Pittsfield	Dr. L. S. Lacey
Quincy	Dr. W. H. Baker
Shumway	Dr. S. C. Lorton
Sidney	Dr. Chas. H. Metzel
Staunton	Dr. W. L. McBrien
Stonington	Dr. F. L. Puckett
Streator	Dr. G. K. Wilson
Taylorville	Dr. G. L. Armstrong
Tolono	Dr. John Marten
Venice	Dr. T. B. Edwards

DIVISION OFFICERS

E. HANEY	Superintendent	Decatur, Ill.
A. F. HELM	Asst. Superintendent	Decatur, Ill.
E. LIND	Supt. Chicago Terminals	Chicago, Ill.
H. G. PACE	Supt. St. Louis Terminals	St. Louis, Mo.
D. E. LEONARD	Train Master St. Louis Terminals	St. Louis, Mo.
A. K. SHORES	Asst. Train Master, St. Louis Terminals	St. Louis, Mo.
J. L. SLADE	Train Master	Decatur, Ill.
H. B. PILCHER	Train Master	Decatur, Ill.
C. B. DAVIDSON	Train Master	Springfield, Ill.
N. LOCK	Road Foreman of Engines	Springfield, Ill.
T. V. RAMSEY	Road Foreman of Engines	Decatur, Ill.
E. W. ERISMAN	Road Foreman of Engines	Decatur, Ill.
F. S. POTTER	Chief Train Dispatcher	Decatur, Ill.
J. C. JOHNSON	Night Chief Train Dispatcher	Decatur, Ill.

Wabash Railway Company

NORMAN B. PITCAIRN and FRANK C. NICODEMUS, Jr., Receivers

DECATUR DIVISION

Time Table No. 13,

IN EFFECT

SUNDAY, Sept. 27, 1936

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.

G. H. SIDO,
General Manager.

R. A. MESSMORE,
Assistant General Manager.

W. N. GARVIN,
Superintendent Transportation.

E. HANEY,
Superintendent.

H.-P. Corp.
Decatur, Ill.

Distance from Chicago	Time Table No. 13 In Effect Sept. 27, 1936.		Southward Trains																	
			FIRST CLASS				SECOND CLASS			THIRD CLASS										
			11	21	13	17	99	93	83	75										
			Banner Blue Limited Daily	St. Louis Limited Daily	Decatur Express Daily Except Sunday	St. Louis Midnight Limited Daily	Red Ball Freight Daily	Red Ball Freight Daily	Red Ball Freight Daily	Local Freight Tuesday Thurs'd'y Saturday										
			AM	PM	PM	PM														
.....	CHICAGO	WC	11.35	4.30	4.32	11.50	.....	PM	PM	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4.4	47TH STREET		.....	.....	\$ 4.42	12.00	.....	7.00	8.30	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
6.5	ENGLEWOOD		\$11.47	4.42	\$ 4.47	\$12.05	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
8.0	W. I. JCT.		11.49	4.44	4.49	12.08	PM	7.20	8.50	.....	AM	.....	.....	.....	.....	.....	.....	.....	.....	.....
10.8	LANDERS	WC	.....	.....	f 4.59	12.15	2.30	7.25	9.00	.....	7.00	.....	.....	.....	.....	.....	.....	.....	.....	.....
12.2	ASHBURN		11.56	4.51	\$ 5.03	12.18	2.35	7.30	9.10	.....	\$ 7.10	.....	.....	.....	.....	.....	.....	.....	.....	.....
14.8	OAK LAWN		.....	.....	\$ 5.07	.....	.....	.....	.....	.....	\$ 7.15	.....	.....	.....	.....	.....	.....	.....	.....	.....
16.4	CHICAGO RIDGE	DN	12.02	4.56	\$ 5.10	12.24	2.48	7.40	9.21	.....	\$ 7.30	.....	.....	.....	.....	.....	.....	.....	.....	.....
17.8	WORTH	S 62	.....	.....	\$ 5.13	.....	.....	.....	.....	.....	\$ 7.40	.....	.....	.....	.....	.....	.....	.....	.....	.....
19.9	PALOS PARK		.....	.....	\$ 5.17	.....	.....	.....	.....	.....	\$ 7.50	.....	.....	.....	.....	.....	.....	.....	.....	.....
23.2	ORLAND PARK	DN	12.08	5.02	\$ 5.27	12.32	3.04	7.55	9.33	.....	\$ 8.05	.....	.....	.....	.....	.....	.....	.....	.....	.....
26.5	ALPINE		.....	.....	5.33	12.36	3.10	8.01	9.39	.....	\$ 8.15	.....	.....	.....	.....	.....	.....	.....	.....	.....
30.1	MARLEY	W 95	12.14	5.08	5.38	12.40	3.16	8.07	9.45	.....	\$ 8.30	.....	.....	.....	.....	.....	.....	.....	.....	.....
33.2	NEW LENOX		.....	.....	.....	.....	.....	.....	.....	.....	f 8.40	.....	.....	.....	.....	.....	.....	.....	.....	.....
33.6	STEELE		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
34.6	BRISBANE	DN 109	12.19	5.13	5.44	12.45	3.30	8.17	10.00	.....	\$ 9.10	.....	.....	.....	.....	.....	.....	.....	.....	.....
39.6	MANHATTAN	DN WC 79	12.24	5.18	5.51	12.51	3.45	8.30	10.41	.....	\$ 9.30	.....	.....	.....	.....	.....	.....	.....	.....	.....
47.0	SYMERTON	D 84	12.31	5.25	6.00	12.59	4.29	8.42	10.55	.....	\$ 9.45	.....	.....	.....	.....	.....	.....	.....	.....	.....
51.1	BALLOU	N S 43 52	.....	.....	6.05	1.03	4.40	8.48	11.02	.....	\$10.02	.....	.....	.....	.....	.....	.....	.....	.....	.....
52.9	RITCHIE	69	12.36	5.30	6.07	1.05	4.43	8.51	11.05	.....	\$10.10	.....	.....	.....	.....	.....	.....	.....	.....	.....
54.2	CUSTER PARK	W	.....	.....	.....	.....	.....	.....	.....	.....	\$10.20	.....	.....	.....	.....	.....	.....	.....	.....	.....
55.0	HORSE CREEK	68	12.42	5.33	6.10	1.07	4.47	8.55	11.09	.....	10.25	.....	.....	.....	.....	.....	.....	.....	.....	.....
59.8	ESSEX	N S 57 61	.....	.....	6.16	1.13	4.57	9.04	11.17	.....	\$10.40	.....	.....	.....	.....	.....	.....	.....	.....	.....
66.0	REDDICK	DN N S 61 72	12.52	5.42	6.23	1.19	5.09	9.14	11.26	.....	\$10.55	.....	.....	.....	.....	.....	.....	.....	.....	.....
70.0	CARDIFF		.....	.....	.....	.....	.....	.....	.....	.....	\$11.05	.....	.....	.....	.....	.....	.....	.....	.....	.....
72.2	CAMPUS	W 76	.....	.....	6.30	1.26	5.20	9.24	11.35	.....	\$11.15	.....	.....	.....	.....	.....	.....	.....	.....	.....
76.6	EMINGTON	N S 61 84	1.01	5.50	6.35	1.31	5.32	9.38	11.42	.....	\$11.30	.....	.....	.....	.....	.....	.....	.....	.....	.....
82.4	SAUNEMIN	2S 112	1.06	5.55	6.43	1.37	5.55	9.48	11.54	.....	\$11.45	.....	.....	.....	.....	.....	.....	.....	.....	.....
87.4	WING	D N S 61 61	.....	.....	6.49	1.42	6.07	9.57	12.04	.....	\$12.15	.....	.....	.....	.....	.....	.....	.....	.....	.....
92.4	FORREST	DN W S 78	\$ 1.17	6.07	\$ 7.00	\$ 1.52	6.25	10.15	12.15	.....	12.45	.....	.....	.....	.....	.....	.....	.....	.....	.....
			PM	PM	PM	AM	PM	PM	AM		PM									
			Daily	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily		Tuesday Thurs'd'y Saturday									
.....	Scheduled time.....		1:42	1:37	2:28	2:02	3:55	3:15	3:45		5:45									
.....	Average miles per hour.....		54.3	57.2	37.4	45.4	20.8	27.0	23.4		14.2									

All except first-class trains clear the time of Nos. 10, 11, 21 and 24 not less than ten minutes.

No. 11 has right over No. 10.

No. 17 has right over Nos. 12 and 18.

Following trains meet on double track between W. I. Jct. and Orland Park:

- No. 21 and No. 10.
- No. 13 and No. 10.

No. 21 stop on signal at Englewood to receive paying passengers for Decatur and St. Louis.

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 stop at all stations south of Orland Park not covered by other signal stops to receive or discharge paying passengers.

No. 17 stop on signal at 47th Street to receive paying passengers.

No. 75 carry passengers.

FORREST TO CHICAGO—6th District

Distance from St. Louis	Time Table No. 13 In Effect Sept. 27, 1936.		Station Number	Northward Trains										
				FIRST CLASS				SECOND CLASS			THIRD CLASS			
				12	18	24	10	94	182	90	74			
				Chicago Express	Chicago Midnight Limited	Chicago Limited	Banner Blue Limited	Red Ball Freight	Red Ball Freight	Red Ball Freight	Local Freight			
				Daily Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Monday Wednes. Friday			
				AM	AM	PM	PM	AM	PM	AM				
285.7		WC	501	7.02	7.20	1.45	5.30	AM	PM	AM				
281.3	4.4		505	\$ 6.49	7.07			5.00	12.30	12.30				
279.2	2.1		509	\$ 6.44	\$ 7.02	1.33	\$ 5.17							
277.7	1.5		511	6.41	6.59	1.31	5.14	4.20	11.40	11.45				
274.9	2.8		514	\$ 6.30	6.48			4.12	11.33	11.39		PM		
273.5	1.4	WC	515	\$ 6.27	6.45	1.24	5.06	4.07	11.30	11.35		4.45		
	2.6											\$ 4.40		
270.9	1.6		517	\$ 6.21								f 4.30		
269.3	1.4	DN	518	\$ 6.17	6.35	1.19	5.01	3.52	11.20	11.25		\$ 4.25		
267.9	2.1		519	\$ 6.13								\$ 4.05		
265.8	3.3		521	\$ 6.08								\$ 3.55		
262.5	3.3	DN	523	\$ 6.02	6.25	1.12	4.52	3.27	10.55	11.12		\$ 3.45		
259.2	3.6		525	f 5.44	6.19			3.20	10.47	11.06		\$ 3.26		
255.6	3.1	W	527	f 5.39	6.14	1.06	4.46	3.12	10.40	11.00		\$ 3.16		
252.5	0.4		528	f 5.34								f 3.00		
252.1	1.0		530	f 5.33										
251.1	5.0	DN	529	f 5.31	6.08	1.01	4.41	3.02	10.30	10.50		\$ 2.55		
246.1	7.4	DN	531	\$ 5.23	6.02	12.56	4.36	2.52	10.20	10.41		\$ 2.25		
238.7	4.1	D	533	f 5.09	5.53	12.50	4.29	2.38	10.10	10.27		\$ 1.55		
234.6	1.8		534	f 5.03	5.48		4.25	2.30	10.02	10.20		\$ 1.40		
232.8	1.3		535	f 5.00	5.46			2.22	9.57	10.17		\$ 1.23		
231.5	0.8	W	538	f 4.57								\$ 1.19		
230.7	4.8		536	4.55	5.43	12.42	4.20	2.17	9.54	10.13		1.15		
225.9	6.2		537	f 4.47	5.37			2.07	9.48	10.05		\$ 1.06		
219.7	4.0	DN	539	f 4.35	5.30	12.33	4.10	1.57	9.39	9.55		\$ ²⁴ 12.52 ¹¹ 12.33		
215.7	2.2		540	f 4.27								\$12.06		
213.5	4.4	D	541	f 4.24	5.23	12.28	4.04	1.42	9.31	9.45		\$12.01		
209.1	5.8	D	543	f 4.14	5.18			1.31	9.25	9.38		\$11.46		
203.3	5.0	2S	545	f 4.02	5.11	12.19	3.55	1.17	9.17	9.31		\$11.30		
198.3	5.0	D	547	f 3.51	5.05	12.15	3.50	1.09	9.10	9.24		\$11.15		
193.3	5.0	DN	549	\$ 3.40	\$ 4.55	12.09	\$ 3.44	1.00	9.00	9.15		11.00		
				AM	AM	PM	PM	AM	AM	PM		AM		
				Daily Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily		Monday Wednes. Friday		
	Scheduled time.....			3:22	2:25	1:36	1:46	4:00	3:30	3:15		5:45		
	Average miles per hour.....			27.4	38.2	57.7	52.3	22.0	25.1	27.0		14.2		

All except first-class trains clear the time of Nos. 10, 11, 21 and 24 not less than ten minutes.

No. 11 has right over No. 10.

No. 17 has right over Nos. 12 and 18.

Following trains meet on double track between Orland Park and W. I. Jct.:

No. 10 and Nos. 21 and 13.

No. 12 stop on signal at 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 paying passengers from St. Louis or to receive paying passengers for Chicago and stop on signal at 47th Street to discharge paying passengers.

No. 24 stop on signal at Englewood to discharge paying passengers from Decatur or St. Louis.

No. 74 carry passengers.

FORREST TO BEMENT—7th District

Distance from Chicago	Time Table No. 13 In Effect Sept. 27, 1936.		Southward Trains								
			FIRST CLASS				SECOND CLASS			THIRD CLASS	
			17	11	21	13	83	99	93	75	
			St. Louis Midnight Limited	Banner Blue Limited	St. Louis Limited	Decatur Express	Red Ball Freight	Red Ball Freight	Red Ball Freight	Local Freight	
Daily	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily	Tuesday Thursd'y Saturday				
				AM	PM	PM	PM	PM			
92.4 DN	FORREST	W N118	\$ 1.55	\$ 1.17	6.07	\$ 7.00	12.45	7.00	10.25	1.17	.....
99.4 DN	STRAWN	N S 61	2.07	1.27	6.16	7.13	1.25	7.20	10.36	\$ 1.38	.....
104.0 D	SIBLEY	N S 62	2.12	1.32	6.21	7.20	2.12	7.30	10.45	\$ 1.48	.....
108.9	GARBER	N S 69	2.17	.....	.....	7.25	2.25	7.40	10.55	\$ 1.58	.....
112.1 DN	GIBSON CITY	W C S 43	\$ 2.25	1.40	6.28	\$ 7.30	2.51	7.55	11.01	\$ 2.08	.....
116.3	PROCTOR	N S 44	2.31	.....	.....	7.37	3.05	8.05	11.09	\$ 2.26	.....
120.2 S	FOESLAND	N S 39	2.36	1.48	6.35	7.42	3.15	8.24	11.16	\$ 3.12	.....
123.4 D	LOTUS	N S 53	2.40	.....	.....	7.46	3.23	8.32	11.22	\$ 3.18	.....
125.1	OSMAN	N S 33	2.42	.....	.....	7.48	3.27	8.35	11.25	\$ 3.22	.....
127.3	BLUE RIDGE	N S 60	2.45	.....	.....	7.51	3.32	8.40	11.30	\$ 3.26	.....
131.2 DN	MANSFIELD	W N S 58	2.50	1.58	6.44	7.55	3.55	9.00	11.38	\$ 3.33	.....
136.1	GALESVILLE	N S 65	2.55	.....	.....	8.01	4.15	9.10	11.51	\$ 3.47	.....
139.3 DN	LODGE	N S 53	2.59	2.05	6.51	8.06	4.25	9.20	11.59	\$ 3.57	.....
145.0 D	MONTICELLO	N S 110	\$ 3.08	2.11	6.58	\$ 8.13	4.50	9.35	12.10	\$ 4.16	.....
152.3 DN	BEMENT	W C S 22	3.20	2.19	7.07	\$ 8.28	5.30	10.10	12.35	5.00	.....
			AM	PM	PM	PM	AM	PM	AM	PM	
			Daily	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily	Tuesday Thursd'y Saturday	
.....	Scheduled time.....		1:25	1:02	1:00	1:28	4:45	3:10	2:10	3:43	
.....	Average miles per hour.....		42.2	57.9	59.9	40.8	12.6	18.9	27.6	16.0	

All except first-class trains clear the time of Nos. 10, 11, 21 and 24 not less than ten minutes.

No. 17 has right over Nos. 12 and 18.

No. 11 has right over No. 10.

No. 11 stop on signal at Gibson City to receive paying passengers for St. Louis and stop on signal at Monticello to discharge paying passengers from Chicago and to receive paying passengers for St. Louis.

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

No. 75 carry passengers.

STREATOR BRANCH—7th District

Southward		Distance from Forrest	Time Table No. 13 In Effect Sept. 27, 1936.		Station Number	Northward	
THIRD CLASS						THIRD CLASS	
	73					72	
	Local Freight					Local Freight	
	Daily Except Sunday	Daily Except Sunday					
	PM	PM					
.....	6.10	37.0 D	STREATOR	W 411	1.30	.....	.....
.....	6.17	35.2	1.8 CLAY	.....	1.00	.....	.....
.....	\$ 6.30	31.2	4.0 MANVILLE	413	\$12.45	.....	.....
.....	\$ 6.50	26.3	4.9 CORNELL	415	\$12.20	.....	.....
.....	\$ 7.10	21.3	5.0 ROWE	417	\$12.00	.....	.....
.....	\$ 7.40	16.8 D	4.5 PONTIAC	421	\$11.40	.....	.....
.....	\$ 7.55	12.8	4.0 McDOWELL	423	\$11.12	.....	.....
.....	f 8.00	11.0	1.8 LODEMIA	425	f11.05	.....	.....
.....	\$ 8.20	5.6 D	5.4 FAIRBURY	429	\$10.45	.....	.....
.....	8.55	..... DN	5.6 FORREST	W 549	10.30	.....	.....
	PM				AM		
	Daily Except Sunday				Daily Except Sunday		
.....	2:45	.....	Scheduled time.....	.....	3:00	.....	.....
.....	13.4	.....	Average miles per hour.....	.....	12.3	.....	.....

Nos. 72 and 73 carry passengers. All trains stop on signal at Champlin, Pontiac Jct. and Dimmick.

BEMENT TO FORREST—7th District

Distance from St. Louis	Time Table No. 13 In Effect Sept. 27, 1936.		Station Number	Northward Trains								
				FIRST CLASS				SECOND CLASS			THIRD CLASS	
				12	18	24	10	182	90	94	74	
				Chicago Express	Chicago Midnight Limited	Chicago Limited	Banner Blue Limited	Red Ball Freight	Red Ball Freight	Red Ball Freight	Local Freight	
				Daily Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Monday Wednes. Friday	
				AM	AM	PM	PM	AM	PM	AM	AM	
193.3	DN	FORREST	W 549	\$ 3.35	\$ 4.50	12.09	\$ 3.44	9.00	9.15	12.45	11.00	.....
		7.0										
186.3	DN	STRAWN	435	f 3.17	4.39	11.58	3.32	8.38	8.54	12.28	\$10.30	.....
		4.6										
181.7	D	SIBLEY	439	f 3.07	4.33	11.54	3.28	8.31	8.47	12.21	\$10.15	.....
		4.9										
176.8		GARBER	441	f 2.57	4.27	.....	.....	8.23	8.41	12.14	\$10.00	.....
		3.2										
173.6	DN	GIBSON CITY	WC 443	\$ 2.51	4.22	11.46	3.19	8.17	8.35	12.08	\$ 9.45	.....
		4.2										
169.4		PROCTOR	446	f 2.41	4.16	.....	.....	8.11	8.29	12.02	\$ 9.20	.....
		3.9										
165.5	2S	FOOSLAND	447	f 2.36	4.11	11.39	3.12	8.05	8.24	11.56	\$ 9.05	.....
		3.2										
162.3	D	LOTUS	449	f 2.29	4.07	.....	.....	8.00	8.20	11.50	\$ 8.50	.....
		1.7										
160.6		OSMAN	451	f 2.26	4.05	.....	.....	7.57	8.17	11.47	\$ 8.40	.....
		2.2										
158.4		BLUE RIDGE	453	f 2.23	4.02	.....	.....	7.53	8.14	11.44	\$ 8.30	.....
		3.9										
154.5	DN	MANSFIELD	W 455	\$ 2.17	3.55	11.29	3.01	7.47	8.08	11.38	\$ 8.15	.....
		4.9										
149.6		GALESVILLE	457	f 2.07	3.48	.....	.....	7.40	8.01	11.26	\$ 8.00	.....
		3.2										
146.4	DN	LODGE	463	f 2.03	3.43	11.22	2.54	7.35	7.50	11.20	\$ 7.45	.....
		5.7										
140.7	D	MONTICELLO	465	\$ 1.53	3.36	11.17	2.49	7.27	7.43	11.13	\$ 7.27	.....
		7.3										
133.4	DN	BEMENT	WC 131	\$ 1.40	3.25	11.09	2.40	7.15	7.30	11.00	7.00	.....
				AM	AM	AM	PM	AM	PM	PM	AM	
				Daily Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Monday Wednes. Friday	
.....	.....	Scheduled time.....	.....	1:55	1:25	1:00	1:04	1:45	1:45	1:45	4:00	
.....	.....	Average miles per hour.....	.....	31.2	42.2	59.9	56.1	34.2	34.2	34.2	14.9	

All except first-class trains clear the time of Nos. 10, 11, 21 and 24 not less than ten minutes.

No. 17 has right over Nos. 12 and 18.

No. 11 has right over No. 10.

No. 18 stop on signal at Monticello daily to discharge paying passengers from St. Louis or to receive paying passengers for Chicago, and stop on Sunday to handle U. S. Mail. Stop on signal at Gibson City daily to receive paying passengers for Chicago and stop on Sunday to handle U. S. Mail and Express.

No. 10 stop on signal at Monticello to discharge paying passengers from St. Louis and to receive paying passengers for Chicago and stop on signal at Gibson City to discharge paying passengers from St. Louis.

No. 74 carry passengers.

EFFINGHAM BRANCH—8th District

Southward			Distance from Chicago	Time Table No. 13 In Effect Sept. 27, 1936.	Station Number	Northward		
THIRD CLASS						THIRD CLASS		
	71					70		
	Local Freight					Local Freight		
	Daily Except Sunday					Daily Except Sunday		
	PM		PM					
.....	12.55	152.3	DN	BEMENT	WC 131	12.15	.....
				8.5				
.....	\$ 1.25	160.8	D	HAMMOND	471	\$11.30	.....
				6.2				
.....	\$ 1.45	167.0	D	LOVINGTON	473	\$11.10	.....
				8.1				
.....	\$ 2.15	175.1		SULLIVAN	W 477	\$10.40	.....
				11.6				
.....	\$ 3.00	186.7	DN	WINDSOR	485	\$ 9.55	.....
				6.2				
.....	\$ 3.20	192.9	D	STRASBURG	487	\$ 9.35	.....
				6.3				
.....	\$ 3.45	199.2	D	STEWARTSON	491	\$ 9.10	.....
				5.8				
.....	\$ 4.05	205.0	D	SHUMWAY	C 493	\$ 8.50	.....
				7.2				
.....	4.55	212.2	D	EFFINGHAM	W 499	8.30	.....
	PM					AM		
	Daily Except Sunday					Daily Except Sunday		
.....	4:00	.....	.....	Scheduled time.....	.....	3:45	
.....	14.9	.....	.....	Average miles per hour.....	.....	15.9	

Nos. 70 and 71 carry passengers.

Nos. 70 and 71 stop on signal at Voorhies, Lanton, Cushman, Bruce, Kirk and Herborn.

Capacity of Sullivan passing track, twenty-three 45-foot cars exclusive of engine and caboose.

TILTON TO DECATUR—9th District

Distance from Detroit	Time Table No. 13 In Effect Sept. 27, 1936.		Cap. passing trucks in 46 ft. cars exclusive of engine and caboose.	Westward Trains																								
				FIRST CLASS						SECOND CLASS					THIRD CLASS													
				17	3	11	21	1	13	93	83	89	99	91	71													
				St. Louis Midnight Limited	St. Louis Special	Banner Blue Limited	St. Louis Limited	Continental Limited	Decatur Express.	Red Ball Freight	Red Ball Freight	Red Ball Freight	Red Ball Freight	Red Ball Freight	Local Freight													
Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily	Tuesday Thurs'd'y Saturday																	
STATIONS				AM			PM			AM		PM		AM														
303.9	DN	TILTON	WC	140	.....	3.25	.....	.....	.....	.....	.....	.....	.....	.....	6.45				
307.8	D	CATLIN		.....	.....	3.30	.....	.....	.....	.....	.....	.....	.....	.....	\$ 6.55			
313.3		RYAN		152	.....	3.35	.....	.....	.....	.....	.....	.....	.....	.....	7.05				
314.7	D	FAIRMOUNT		49	.....	3.37	.....	.....	.....	.....	.....	.....	.....	.....	\$ 7.10				
321.5	D	HOMER	E 61 W 102	.....	.....	3.44	.....	.....	.....	.....	.....	.....	.....	.....	\$ 7.30			
327.6	D	SIDNEY	W	E 65 W 111	.....	3.50	.....	.....	.....	.....	.....	.....	.....	.....	\$ 7.52				
332.2	D	PHILO		61	.....	3.55	.....	.....	.....	.....	.....	.....	.....	.....	\$ 8.14				
338.0	DN	TOLONO	E 52 W 61	.....	\$	4.07	.....	\$	7.05	.....	.....	.....	.....	.....	\$ 8.30						
342.5	D	SADORUS	E 69	.....	.....	4.13	.....	.....	.....	.....	.....	.....	.....	.....	\$ 9.00			
348.6	D	IVESDALE	E 50 W 59	.....	.....	4.20	.....	.....	.....	.....	.....	.....	.....	.....	\$ 9.25			
355.4	DN	BEMENT	WC	E 118 W 103	AM 3.20	PM 2.19	PM 7.07	AM 7.25	\$	8.28	AM 12.35	AM 5.30	8.34	PM 10.10	12.26	\$10.20						
359.4		MILMINE		3.25	\$10.50				
363.7	D	CERRO GORDO	E 53 W 109	3.30	4.35	2.27	7.15	\$11.25			
367.8		OAKLEY		3.35	4.40	\$11.45			
370.6		SANGAMON	E 46	3.38	4.43	2.32	7.20	\$12.05			
374.0		EAST DECATUR		12.30		
375.6		DECATUR	WC	3.50	4.55	2.38	7.26	PM		
						AM		AM		PM		PM		PM		PM		PM		PM								
						Daily		Daily		Daily		Daily		Daily		Daily		Daily		Daily		Daily		Daily		Tuesday Thurs'd'y Saturday		
..... Scheduled time.....						0:30		1:30		0:19		0:19		1:28		0:32		1:05		1:00		2:00		1:20		2:00		5:45
..... Average miles per hour.....						40.4		47.8		63.7		63.7		48.8		37.8		17.1		18.6		35.0		13.9		35.0		12.2

All except first-class trains clear the time of Nos. 10, 11, 21 and 24 not less than ten minutes.

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

Following trains meet on double track between Tolono and Decatur:
No. 93 and No. 12. No. 11 and No. 10.
No. 17 and No. 18. No. 21 and No. 90.
No. 83 and No. 92. No. 1 and No. 90.
No. 89 and No. 70. No. 13 and No. 96.
No. 71 and Nos. 24 and 4. No. 99 and No. 94.

CHAMPAIGN BRANCH—9th District

Westward		Distance from Sidney	Time Table No. 13 In Effect Sept. 27, 1936.	STATIONS	Station Number	Eastward	
FIRST CLASS						FIRST CLASS	
33	31					30	32
Daily Except Sunday	Daily Except Sunday					Daily Except Sunday	Daily Except Sunday
AM	AM	AM	AM				
10.15	7.30	..... D	SIDNEY	W 121	7.15	10.00
f 10.26	f 7.41	3.4	DEER'S	591	f 6.55	f 9.40	
f 10.36	f 7.51	6.3	MIRA	592	f 6.40	f 9.25	
\$ 10.52	\$ 8.07	9.5 D	URBANA	552	\$ 6.25	\$ 9.10	
11.00	8.15	11.5	I. C. JUNCTION	.....	6.02	8.47
11.05	8.20	11.7 D	CHAMPAIGN	553	6.00	8.45	
AM	AM				AM	AM	
0:50	0:50	.....	..... Scheduled time.....		1:15	1:15
14.0	14.0	.....	..... Average miles per hour.....		9.3	9.3

No. 31 has right over No. 32.

Between Main Street and Wabash Station, Urbana, all train and yard movements must be made with CAUTION, prepared to stop unless the main track is seen or known to be clear.

Between I. C. Junction 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.

Wabash engines in switch service use main track between Champaign and Urbana without orders.

All trains will not exceed five miles an hour while passing over University Avenue, Urbana, and Market Street, Champaign, and stop at Fifth Street, Champaign, and not exceed a speed of fifteen miles an hour over other street crossings between Wabash Station, Urbana, and I. C. Junction.

DECATUR TO TILTON—9th District

Distance from St. Louis	Time Table No. 13 In Effect Sept. 27, 1936.	Station Number	Eastward Trains																		
			FIRST CLASS						SECOND CLASS						3rd Class						
			12	18	24	4	10	2	92	182	82	98	90	96	94	70					
			Chicago Express	Chicago Midnight Limited	Chicago Limited	Continental Limited	Banner Blue Limited	Detroit Special	Red Ball Freight	Red Ball Freight	Red Ball Freight	Red Ball Freight	Red Ball Freight	Red Ball Freight	Red Ball Freight	Local Freight					
Daily Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Monday Wednes. Friday							
						PM		PM		AM		AM	PM		PM		PM				
184.9	DN	TILTON	WC	113	.....	.....	1.30	.....	11.05	.....	6.45	.....	9.05	3.25	.....	10.30	.....	12.20
181.0	D	CATLIN		115	.....	.....	f 1.19	.....	10.57	.....	6.35	.....	8.53	3.10	.....	10.01	.....	\$11.40
175.5		RYAN			.....	.....	1.11	.....	10.50	.....	6.28	.....	8.43	3.01	.....	9.50	.....	11.15
174.1	D	FAIRMOUNT		117	.....	.....	f 1.09	.....	10.48	.....	6.26	.....	8.40	2.58	.....	9.47	.....	\$11.00
167.3	D	HOMER		119	.....	.....	f 12.59	.....	10.40	.....	6.17	.....	8.30	2.48	.....	9.35	.....	\$10.30
161.2	D	SIDNEY	W	121	.....	.....	\$12.49	.....	10.33	.....	6.09	.....	8.20	2.38	.....	9.22	.....	\$10.10
156.6	D	PHILO		123	.....	.....	f 12.40	.....	10.27	.....	6.03	.....	8.14	2.31	.....	9.13	.....	\$ 9.45
150.8	DN	TOLONO		125	.....	.....	\$12.31	.....	\$10.20	.....	5.55	.....	8.07	2.22	.....	9.00	.....	\$ 9.20
146.3	D	SADORUS		127	.....	.....	f 12.20	.....	10.11	.....	5.48	.....	7.57	2.15	.....	8.51	.....	\$ 8.40
140.2	D	IVESDALE		129	.....	.....	f 12.11	.....	10.05	.....	5.40	.....	7.47	2.04	.....	8.42	.....	\$ 8.15
133.4	DN	BEMENT	WC	131	AM	AM	AM	f 12.01	PM	2.40	9.58	5.31	AM	7.15	7.37	1.53	7.30	8.33	11.00	\$ 7.37
129.4		MILMINE		133	1.34	3.18	11.53	9.54	5.26	7.08	7.30	1.46	7.24	8.27	10.54	\$ 7.25	
125.1	D	CERRO GORDO		135	1.29	3.13	11.02	f 11.48	2.33	9.50	5.20	7.02	7.24	1.39	7.19	8.21	10.49	\$ 7.02	
121.0		OAKLEY		137	1.24	3.07	11.42	9.46	5.14	6.57	7.17	1.32	7.12	8.13	10.42	\$ 6.49	
118.2		SANGAMON		139	1.21	3.03	10.56	11.38	2.27	9.42	5.10	6.52	7.12	1.27	7.07	8.08	10.37	f	6.40	
114.8		EAST DECATUR		140	5.00	6.45	7.05	1.20	7.00	8.00	10.30	6.30	
113.2		DECATUR	WC	141	1.15	2.55	10.50	11.30	2.21	9.35	AM	AM	AM	PM	PM	PM	PM	PM	PM	AM
					AM	AM	AM	AM	PM	PM											
					Daily Except Sunday	Daily	Daily	Daily	Daily	Daily		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Monday Wednes. Friday	
					0:25	0:30	0:19	2:00	0:19	1:30		1:45	0:30	2:00	2:05	0:30	2:30	0:30	5:50		
					48.4	40.4	63.7	35.8	63.7	47.8		40.0	37.2	35.0	33.6	37.2	28.0	37.2	12.0		

All except first-class trains clear the time of Nos. 10, 11, 21 and 24 not less than ten minutes.

No. 12 stop on signal at Cerro Gordo to receive paying passengers for Chicago.

No. 70 carry passengers.

Following trains meet on double track between Decatur and Tolono:

- No. 12 and No. 93.
- No. 18 and No. 17.
- No. 92 and No. 83.
- No. 70 and No. 89.
- No. 24 and No. 71.
- No. 4 and No. 71.
- No. 10 and No. 11.
- No. 90 and Nos. 21 and 1.
- No. 96 and No. 13.
- No. 94 and No. 99.

DECATUR TO ST. LOUIS—13th District

Southward Trains

Distance from Detroit	Time Table No. 13 In Effect Sept. 27, 1936.		Cap. passing tracks in 48 ft. cars, exclusive of engine and caboose.	FIRST CLASS											SECOND CLASS				THIRD CLASS					
				17		3		11		41		21		1		91		93		99		89		77
				St. Louis Midnight Limited	St. Louis Special	Banner Blue Limited	B. & O. No. 48 Passenger	St. Louis Limited	Continental Limited	Red Ball Freight	Red Ball Freight	Red Ball Freight	Red Ball Freight	Red Ball Freight	Red Ball Freight	Red Ball Freight	Red Ball Freight	Red Ball Freight	Red Ball Freight	Red Ball Freight	Red Ball Freight	Red Ball Freight	Local Freight	
				Daily	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Monday, Wednesday, Friday
				AM	AM	PM	PM	PM	PM	PM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM			
375.6		DECATUR	WC	.....	3.55	5.00	2.41	3.04	7.29	8.00	1.40	2.30	6.00	10.00	7.30	.....							
376.5	DN	MERCER ST.		.....	3.58	5.02	2.43	3.07	7.32	8.03	1.45	2.36	6.03	10.06	7.40	.....							
379.2		KNIGHTS	N 56	.....	4.03	5.05	.....	3.11	.....	8.06	1.49	2.41	6.07	10.10	7.45	.....							
383.9	D	BOODY	N 112 S 65	.....	4.09	5.10	2.51	3.20	7.39	8.11	1.56	2.48	6.16	10.17	8.05	.....							
389.8	D	BLUE MOUND	N 68 S 70	.....	4.16	5.16	2.57	PM	7.44	8.17	2.04	2.57	6.26	10.26	8.25	.....							
395.3	D	STONINGTON	N 67 S 110	.....	4.23	5.21	3.02	.....	7.49	8.22	2.12	3.06	6.36	10.34	8.45	.....							
399.2		WILLEYS	N 100	.....	4.27	.....	.....	.....	.....	8.26	2.18	3.12	6.42	10.40	9.00	.....							
404.0	DN	TAYLORVILLE	N 73 S 46	.....	4.35	5.30	3.10	.....	7.56	8.32	2.25	3.20	6.52	10.47	10.03	.....							
409.4		CLARKSDALE	S 57	.....	4.43	5.36	.....	.....	.....	8.38	2.33	3.29	7.00	10.55	10.18	.....							
412.4	D	PALMER	N 56	.....	4.47	5.39	.....	.....	.....	8.42	2.37	3.34	7.08	10.59	10.37	.....							
416.2	D	MORRISONVILLE	N 66 S 61	.....	4.52	5.43	3.22	.....	8.06	8.46	2.42	3.40	7.18	11.04	10.52	.....							
422.2	D	HARVEL	N 62 S 65	.....	5.00	5.49	.....	.....	.....	8.53	2.51	3.50	7.30	11.13	11.13	.....							
425.5	D	RAYMOND	N 64	.....	5.04	5.53	3.30	.....	8.13	8.57	2.55	3.55	7.40	11.18	11.45	.....							
430.8		HONEY BEND	N 47 S 63	.....	5.11	5.59	.....	.....	.....	9.03	3.03	4.03	7.50	11.26	12.00	.....							
436.5	2S	LITCHFIELD	N 86 S 98	.....	5.21	6.11	3.40	.....	8.22	9.15	3.12	4.12	8.10	11.35	12.50	.....							
444.6		MT. OLIVE	W S 96	.....	5.31	6.22	3.48	.....	8.29	9.25	3.23	4.26	8.30	11.46	1.10	.....							
446.1	D	KARNES	O	.....	5.33	6.24	.....	.....	.....	9.27	3.25	4.29	8.34	11.49	1.30	.....							
450.3		STAUNTON	N 104 S 121	.....	5.40	6.29	3.53	.....	8.34	9.32	3.32	4.36	8.42	11.55	PM	.....							
452.1	DN	DECAMP	.....	.....	5.42	6.31	.....	.....	.....	9.35	3.35	4.39	8.45	11.58	.....								
456.2		WORDEN	N 56	.....	5.48	6.36	3.58	.....	8.39	9.40	3.41	4.46	8.52	12.04	.....								
460.5		CARPENTER	N 55	.....	5.55	6.41	4.02	.....	8.43	9.45	3.48	4.53	9.01	12.10	.....								
467.1	DN	EDWARDSVILLE	N 58 S 57	.....	6.05	6.50	4.08	.....	8.49	9.53	4.00	5.05	10.35	12.20	.....								
471.1		POAG	N 66 S 28	.....	6.11	6.55	.....	.....	.....	9.58	4.07	5.12	10.42	12.26	.....								
475.0		MITCHELL	.....	.....	6.17	7.00	4.15	.....	8.56	10.03	4.14	5.20	10.50	12.40	.....								
477.5		NAMEOKI	N 44	.....	6.20	7.04	.....	.....	.....	10.07	4.20	5.25	10.58	12.46	.....								
480.5	DN	GRANITE CITY	.....	.....	6.25	7.10	4.22	.....	9.01	10.14	4.30	5.50	11.10	1.15	.....								
483.8	DN	BROOKLYN	WC	.....	.....	.....	.....	.....	.....	.....	5.05	6.30	11.20	1.30	.....								
485.0		BRIDGE JCT.	.....	.....	Via Merchants Bridge and West Belt	Via Merchants Bridge and West Belt	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	AM	PM	.....								
485.6		EAST ST. LOUIS	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
488.8		ST. LOUIS	WC	.....	7.15	8.00	5.05	.....	9.45	11.00	.....	.....	.....	.....	.....				
				AM	AM	PM	PM	PM	PM	PM														
				Daily	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Monday, Wednesday, Friday			
.....Scheduled time.....				3:20	3:00	2:24	0:16	2:16	3:00	3:25	4:00	5:20	3:30	6:00										
.....Average miles per hour.....				36.6	40.7	50.9	31.1	53.9	40.7	31.6	27.0	20.2	30.9	11.7										

Time due Delmar

17	3	11	21	1
AM	AM	PM	PM	PM
6.52	7.37	4.47	9.25	10.40

All except first-class trains clear the time of Nos. 10, 11, 21 and 24 not less than ten minutes.

No. 17 stop on signal at Taylorville to unload mail and express, to discharge paying passengers from Chicago or to receive paying passengers for Granite City or St. Louis, at Mt. Olive, Staunton and Edwardsville to discharge paying passengers from Chicago and at Granite City to discharge paying passengers from Chicago or Taylorville.

No. 3 stop on signal at Taylorville, Mt. Olive, Staunton, Edwardsville and Granite City to discharge paying passengers from Ft. Wayne and beyond and reduce speed to 30 miles an hour at Taylorville and Morrisonville to discharge U. S. mail.

No. 11 stop on signal at Taylorville, Litchfield and Edwardsville to discharge paying passengers from Chicago.

No. 1 stop on signal at Mt. Olive, Staunton, Edwardsville and Granite City to discharge paying passengers from points east of Decatur, and stop at Granite City daily except Sunday to pick up mail and express.

No. 99 carry passengers.

ST. LOUIS TO DECATUR—13th District

Distance from St. Louis	Time Table No. 13 In Effect Sept. 27, 1936.		Station Number	Northward Trains												3rd Class 76 Local Freight Tuesday Thursd'y Saturday		
				FIRST CLASS						SECOND CLASS								
				40	24	4	10	2	18	92	82	98	96	94	80			
				B. & O. No. 49 Passenger Daily Except Sunday	Chicago Limited Daily	Continental Limited Daily	Banner Blue Limited Daily	Detroit Special Daily	Chicago Midnight Limited Daily	Red Ball Freight Daily	Red Ball Freight Daily	Red Ball Freight Daily	Red Ball Freight Daily	Red Ball Freight Daily	Red Ball Freight Daily			
113.2		WC	141	8.50	10.47	11.25	2.18	9.20	2.50	.....	4.45	5.30	12.35	7.30	10.00	5.20	.....	2.00
112.3	DN		.....	8.41	10.45	11.21	2.16	9.15	2.46	.....	4.30	5.09	12.10	7.07	9.38	4.55	.....	1.48
109.6			266	8.37	.....	11.17	.....	9.12	2.43	.....	4.25	5.04	12.05	7.02	9.33	4.50	.....	f 1.43
104.9	D		267	8.30	10.38	11.12	2.09	9.07	2.37	.....	4.19	4.56	11.58	6.55	9.27	4.40	.....	\$ 1.30
99.0	D		269	AM	.....	11.06	.....	9.00	2.30	.....	4.12	4.46	11.49	6.47	9.19	4.27	.....	\$ 1.15
93.5	D		271	.....	10.28	11.00	1.59	8.54	2.24	.....	4.05	4.37	11.40	6.40	9.12	4.15	.....	\$12.50
89.6			273	.....	.....	10.56	.....	8.49	2.20	.....	4.00	4.29	11.34	6.34	9.07	4.05	.....	f12.25
84.8	DN	W	275	.....	10.21	\$10.49	1.51	\$ 8.42	2.14	.....	3.53	4.21	11.26	6.27	9.00	3.53	.....	\$11.26
79.4			277	.....	10.16	10.42	1.45	8.33	2.08	.....	3.45	4.11	11.18	6.19	8.52	3.21	.....	\$11.05
76.4	D		279	.....	.....	10.39	.....	.....	2.05	.....	3.41	4.06	11.14	6.15	8.48	3.12	.....	\$10.55
72.6	D		281	.....	10.11	10.35	1.39	8.27	2.01	.....	3.36	4.00	11.06	6.10	8.43	3.02	.....	\$10.45
66.6	D		283	.....	10.06	10.28	1.34	8.20	1.55	.....	3.28	3.51	10.59	6.02	8.35	2.43	.....	² 10.28 ⁴ 10.06
63.3	D		285	.....	.....	10.24	.....	8.17	1.51	.....	3.24	3.46	10.55	5.58	8.31	2.34	.....	\$ 9.45
58.0			287	.....	9.59	10.19	1.26	8.11	1.46	.....	3.17	3.38	10.49	5.50	8.24	2.19	.....	f 9.30
52.3	2S	W	289	.....	9.54	\$10.12	1.20	\$ 8.03	1.39	.....	3.10	3.29	10.40	5.41	8.15	2.01	.....	\$ 9.00
44.2		W	291	.....	9.47	10.01	1.12	7.53	1.29	.....	3.00	3.18	10.30	5.30	8.04	1.36	.....	\$ 8.10
42.7	D	C	292	.....	.....	9.59	.....	.....	1.27	.....	2.58	3.14	10.28	5.28	8.02	1.27	.....	8.00
38.5			293	.....	9.42	9.55	1.07	7.46	1.21	.....	2.50	3.08	10.21	5.22	7.56	1.02	.....	AM
36.7	DN		.....	.....	.....	9.53	.....	7.44	1.19	.....	2.47	3.05	10.18	5.19	7.53	12.58	.....	.....
32.6			295	.....	.....	9.49	.....	7.40	1.14	.....	2.41	2.59	10.12	5.14	7.48	12.47	.....	.....
28.3			297	.....	9.34	9.45	12.58	7.35	1.08	.....	2.35	2.52	10.05	5.08	7.42	12.36	.....	.....
21.7	DN	W	299	.....	9.28	9.37	12.52	7.26	12.58	.....	2.26	2.42	9.54	4.56	7.32	12.18	.....	.....
17.7			301	.....	.....	9.32	.....	7.20	12.53	.....	2.21	2.36	9.49	4.50	7.27	12.02	.....	.....
13.8			303	.....	9.21	9.28	12.44	7.16	12.48	.....	2.16	2.30	9.44	4.45	7.22	11.53	.....	.....
11.3			305	.....	.....	9.25	.....	7.13	12.44	.....	2.13	2.26	9.41	4.41	7.18	11.47	.....	.....
8.3	DN		307	.....	9.15	9.21	12.38	7.09	12.39	.....	2.08	2.21	9.36	4.36	7.14	11.40	.....	.....
5.0	DN	WC	310	.....						.....	2.00	2.15	9.30	4.30	7.00	11.30	.....	.....
3.8			.....	.....	Via Merchants Bridge	Via West Belt and Merchants Bridge	Via West Belt and Merchants Bridge	Via West Belt and Merchants Bridge	Via West Belt and Merchants Bridge	.....	AM	AM	AM	PM	PM	PM	.....	.....
3.2			311	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....			601	.....	8.50	8.43	12.00	6.28	11.55	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....				Daily Except Sunday	Daily	Daily	Daily	Daily	Daily	.....	Daily	Daily	Daily	Daily	Daily	Daily	.....	Tuesday Thursd'y Saturday
.....	Scheduled time	.....	.....	0:20	1:57	2:42	2:18	2:52	2:55	.....	2:45	3:15	3:05	3:00	3:00	5:50	.....	6:00
.....	Average miles per hour	.....	.....	24.9	58.0	45.2	53.1	42.6	41.9	.....	39.3	33.3	35.1	36.1	36.1	18.5	.....	11.7

Time due Delmar

4	10	2	18
AM	PM	PM	AM
8.57	12.14	6.43	12.10

All except first-class trains clear the time of Nos. 10, 11, 21 and 24 not less than ten minutes.

No. 4 stop on signal at Granite City, Edwardsville, Staunton and Mt. Olive to receive paying passengers for Decatur and beyond.
 No. 10 stop on signal at Edwardsville, Litchfield and Taylorville to receive paying passengers for Chicago.

No. 2 stop on signal at Granite City to receive paying passengers for Champaign or for Ft. Wayne and beyond, and stop at Edwardsville daily except Saturday and Sunday to receive passengers and U. S. Mail and on signal on Saturday and Sunday to receive paying passengers for Champaign or for Toledo, Detroit or beyond.

No. 18 stop on signal at Granite City and Edwardsville to receive paying passengers for Chicago, and at Taylorville to discharge paying passengers from St. Louis or receive paying passengers for Chicago.

No. 76 carry passengers.

DECATUR—OUTER DEPOT—10th District

Westward Trains						Distance from Detroit	Time Table No. 13		Station Number	Cap. passing tracks in 45 ft. cars, exclusive of engine and caboose.	Eastward Trains				
THIRD CLASS		SECOND CLASS		FIRST CLASS			FIRST CLASS				SECOND CLASS		THIRD CLASS		
71	73	89	91	3			2				98	90	82	72	70
Local Freight	Local Freight	Red Ball Freight	Red Ball Freight	Western Express			Eastern Express				Red Ball Freight	Red Ball Freight	Red Ball Freight	Local Freight	Local Freight
Monday	Daily Except Sunday	Daily	Daily	Daily		Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Tuesday Thurs'd'y Saturday			
AM	AM	AM	AM	AM	AM	AM	PM	PM	PM	AM	AM	AM			
7.30	10.01	2.45	5.45	375.6	WC	141	8.50	12.30	6.30	5.45	11.20				
7.40	10.11	2.55	5.47	376.5	DN	MERCER STREET	8.46	12.05	6.14	5.22	11.05				
7.48	10.18	3.02	5.52	379.9		WYCKLES	8.39	11.40	6.07	5.14	10.55				
7.54	10.23	3.08	5.56	382.8	D	HARRISTOWN	8.32	11.30	6.02	5.07	10.45				
8.02	10.31	3.16	6.02	387.2	D	NIANTIC	8.25	11.15	5.53	4.57	10.31				
8.10	10.38	3.23	6.08	391.1	D	ILLIOPOLIS	8.19	11.01	5.46	4.49	10.10				
8.22	10.48	3.34	6.16	396.8	D	LANESVILLE	8.10	10.48	5.35	4.37	9.50				
8.31	10.54	3.41	6.21	400.0	D	BUFFALO	8.04	10.24	5.28	4.30	9.40				
8.40	10.59	3.47	6.26	402.9	D	DAWSON	7.59	10.16	5.22	4.24	9.26				
8.49	11.08	3.56	6.33	407.3		RIVERTON	7.52	10.05	5.13	4.14	9.11				
9.01	11.15	4.04	6.39	411.2		STARNE	7.44	9.55	5.05	4.04	9.01				
9.40	11.35	4.30	6.59	414.7	DN	SHOPS	7.29	9.40	4.50	3.45	8.45				
9.47	11.41	4.36	7.04	417.4		WITS	7.24	9.18	4.34	3.13	8.30				
9.53	11.47	4.42	7.09	420.1		SANGER	7.19	9.12	4.28	3.07	8.20				
10.01	11.53	4.49	7.14	423.0	D	CURRAN	7.14	9.05	4.22	3.01	8.10				
10.10	12.01	4.58	7.21	427.3		BATES	7.09	8.55	4.14	2.52	7.58				
10.20	12.07	5.07	7.28	430.6	D	NEW BERLIN	7.04	8.45	4.08	2.45	7.38				
10.26	12.12	5.14	7.32	433.2		ISLAND GROVE	6.59	8.38	4.03	2.40	7.32				
10.35	12.20	5.23	7.40	437.4	D	ALEXANDER	6.52	8.28	3.55	2.31	7.23				
10.48	12.30	5.34	7.49	443.0		ARNOLD	6.42	8.14	3.44	2.19	7.11				
11.30	12.39	5.49	8.01	447.9	DN	JACKSONVILLE	6.33	8.01	3.34	2.08	7.01				
11.40	12.49	5.59	8.10	453.0		MARKHAM	6.20	7.42	3.24	1.57	6.40				
11.55	12.59	6.09	8.20	457.9	DN	CHAPIN	6.12	7.32	3.14	1.46	6.30				
12.05	1.08	6.18	8.28	462.1		NEELYS	6.03	7.23	3.05	1.34	6.18	AM			
6.40	12.15	1.15	6.28	465.4	DN	BLUFFS	5.56	7.15	2.57	1.26	6.01	9.59			
7.03	1.23	6.37	8.47	469.3		NAPLES	5.48	7.03	2.50	1.16	AM	9.45			
7.15	1.33	6.52	8.55	473.8	D	VALLEY CITY	5.38	6.52	2.35	1.02		9.35			
7.30	1.43	7.12	9.08	478.7	2S	GRIGGSVILLE	5.28	6.40	2.25	12.51		9.08			
7.40	1.50	7.22	9.15	482.1	D	MAYSVILLE	5.19	6.33	2.18	12.44		8.50			
7.50	1.56	7.31	9.22	484.7		NEW SALEM	5.14	6.28	2.13	12.39		8.35			
8.22	2.05	7.44	9.32	488.6	DN	BAYLIS	5.07	6.20	2.05	12.32		8.22			
8.42	2.22	8.06	9.48	496.4	2S	BARRY	4.51	5.59	1.50	12.12		8.06			
8.52	2.40	8.18	9.55	499.9		MAGNER	4.42	5.47	1.43	12.01		7.55			
9.01	2.46	8.25	10.01	502.9	D	KINDERHOOK	4.37	5.40	1.37	11.54		7.49			
9.10	2.52	8.32	10.08	505.7	D	HULLS	4.32	5.34	1.30	11.48		7.39			
9.25	3.06	8.47	10.18	512.3		ALADDIN	4.22	5.21	1.18	11.35		7.25			
9.30	3.10	8.53	10.22	514.1	DN	EAST HANNIBAL	4.19	5.15	1.14	11.30		7.20			
9.40	3.22	9.05	10.35	515.7		HANNIBAL	4.10	5.05	1.03	11.20		7.11			
9.59	3.55	9.50	10.50	517.8	DN	OUTER DEPOT	3.55	4.55	12.55	11.10		7.01			
AM	AM	AM	AM	AM			PM	AM	PM	PM	AM	AM			
3:19	4:45	5:54	7:05	5:05			4:55	7:35	5:35	6:35	5:19	2:58			
15.6	18.9	24.1	20.1	27.9			28.9	18.7	25.4	21.6	16.8	17.6			

Following trains meet on double track between Decatur and Mercer Street:
 No. 3 and No. 82.
 Nos. 70, 71, 72 and 73 carry passengers.

Following trains meet on double track between Mercer Street and Decatur:
 No. 82 and No. 3.
 No. 2 stop on signal at Neelys to receive or discharge paying passengers.

GENERAL INSTRUCTIONS

The rules of the Transportation Department (issued in book form) dated June 1, 1922, will govern the rights of trains on this time table. Every employe whose duties are in any way prescribed by these rules must always have a copy of them at hand.

Note carefully that important changes have been made.

The officers of this Company direct that the time table, book of rules, general orders and general notices 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 have right over westward or southward trains of the same class in accordance with rule S-72, except as per foot note on pages 2, 3, 4, 5 and 6.

Train Masters 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.

A train must not leave its initial station on any district, or other stations prescribed by special instructions, without receiving clearance card of proper form. If train dispatcher cannot be reached the operator may issue clearance card, when no orders. Following are initial stations under this rule: Chicago, 47th Street, Ashburn, Forrest, Tilton, East Decatur, Decatur, Karnes, Brooklyn, St. Louis, 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.

All trains will not exceed 10 miles an hour while engine is moving over crossings governed by semi-automatic crossing control plant.

Following is Maximum Speed of Trains.

PASSENGER TRAINS.

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

80 miles an hour, or 1 mile in 45 seconds 110-112 pound rail, tangent track.

70 miles an hour, or 1 mile in 51 seconds 90 pound rail, tangent track.

50 miles an hour, or 1 mile in 1 minute 12 seconds with class M-1, O-1 or engines equipped with single engine truck, except class K-5 and L-1 engines.

35 miles an hour or 1 mile in 1 minute 42 seconds with class K-5 and L-1 engines.

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

10TH DISTRICT.

55 miles an hour, or 1 mile in 1 minute 5 seconds.

35 miles an hour, or 1 mile in 1 minute 42 seconds with class M-1, or engines equipped with single engine truck.

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

RED BALL, LOCAL, LIVE STOCK AND MIXED TRAINS OR LIGHT ENGINES AND TRAINS.

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

50 miles an hour, or 1 mile in 1 minute 12 seconds with class K, M-1 or O-1 engines except class K-5 engines.

35 miles an hour or 1 mile in 1 minute 42 seconds with class K-5 and L-1 engines.

10TH DISTRICT.

35 miles an hour, or 1 mile in 1 minute 42 seconds.

DEAD FREIGHT TRAINS

ALL DISTRICTS.

30 miles an hour, or 1 mile in 2 minutes.

Freight engines running backward (except when regularly equipped for back-up service) will not exceed 25 miles an hour.

Switch engines will not exceed 20 miles an hour.

BRANCH TRAINS.

On the Streator, Effingham, Champaign and Keokuk branches, passenger trains will not exceed 35 miles an hour, mixed and local freight trains 25 miles an hour, and freight trains 20 miles an hour. On Champaign branch, passenger trains, being handled by engines running backward, will not exceed 25 miles an hour.

Passenger trains handling freight cars will be governed same as mixed trains.

ENGINES HANDLED IN TRAINS.

Engines will not be handled in trains without side rods in position, except under special instructions in each case.

Wabash switch engines enroute to and from shops hauled in trains will be moved backward.

The speed of trains hauling dead engines will not exceed 20 miles an hour.

WORK EQUIPMENT HANDLED IN TRAINS.

Speed of trains handling following work equipment will not exceed 25 miles an hour:

American ditcher.

Pile driver.

Rail unloader.

Jordan spreader ditcher.

Scale test car.

Cranes, wrecking or traveling.

Steam shovel and other similar equipment.

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

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

SPEED OF DISCONNECTED ENGINES.

Engines, under steam, disconnected on one side, with only main rod taken down, will not exceed 35 miles an hour.

SPECIAL INSTRUCTIONS

6TH DISTRICT.

Clocks indicating standard time are located in the C. & W. I. train dispatchers' office at Chicago, and in the telegraph offices at 47th Street and Forrest.

Wabash trains will be governed by the rules and time table of the C. & W. I. R. R. between Chicago and W. I. Junction.

All train and enginemen will be under the direction and control of the Superintendent Terminals between Chicago and Brisbane.

The line between W. I. Junction and Orland Park will be operated as double track in accordance with the rules.

Conductors will register at Ashburn, Orland Park and Forrest.

At Ashburn, all through trains will register by throwing off O. S. slip to operator.

At Orland Park, all trains will register by throwing off O. S. slip to operator. All southward trains affected will examine register, unless given clearance on the register by train dispatcher.

All trains will not exceed 25 miles an hour through the No. 20 turn out at the end of double track Orland Park, or 10 miles an hour through all other turn outs.

Passenger trains will not exceed 55 miles an hour around curve at New Lenox.

All trains will not exceed 40 miles an hour around reverse curve at Custer Park.

Passenger trains will not exceed 60 miles and Freight trains 45 miles an hour around three curves at Saunemin.

Yard limits at W. I. Junction-Ashburn (No board at W. I. Junction), Chicago Ridge, New Lenox-Brisbane and Forrest are designated by "Yard Limit" boards.

7TH DISTRICT.

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

The line between Lodge and Bement will be operated as double track in accordance with the rules.

All trains will not exceed 10 miles an hour from point of curve 450 feet south of I. T. overhead bridge to junction of 7th and 9th districts at Bement.

Conductors will register at Forrest, Lodge and Bement.

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

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

All trains will not exceed 20 miles an hour over Ill. Cent. crossing 1.2 miles north of Strawn.

All trains will not exceed 25 miles an hour through the No. 20 turn out at the end of double track Lodge, or 10 miles an hour through all other turn outs.

Yard limits at Forrest and Bement are designated by "Yard Limit" boards.

STREATOR BRANCH—7TH DISTRICT.

Conductors will register at Fairbury and Streator.

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

All trains will not exceed 20 miles an hour between Fairbury and Mile Post 24, south of Cornell, and will not exceed 15 miles an hour from Mile Post 24, south of Cornell to Streator.

Double-heading is not permitted over Bridge 1705 Pontiac.

Car Dimensions and Gross Weights Permissible between Fairbury and Streator:

Overall Lengths	Gross Weight
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 two empties.

Yard Limit Dimmick-Streator (No board at Streator) is designated by "Yard Limit" Board.

EFFINGHAM BRANCH—8TH DISTRICT.

Conductors will register at Bement and Effingham. All trains will receive clearance card (Form 427-A) at Bement.

Yard limit at Bement is designated by "Yard Limit" Board.

All trains will not exceed 20 miles an hour from 1/2 mile south of Lovington to 1 1/2 miles south of Bruce and between Shumway and Effingham.

Double-heading is not permitted over Bridge 1526, 0.5 miles north of Bruce.

All trains will not exceed 15 miles an hour over this bridge.

Car Dimensions and gross weights permissible between Bement and Shumway.

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 two empties.

Double-heading is not permitted over Bridge 1589 between Shumway and Effingham.

All trains will not exceed 15 miles an hour over this bridge.

Car Dimensions and Gross Weights permissible between Shumway and Effingham:

Overall Lengths	Gross Weights
Any length.....	155,000 lbs.....No Restrictions.
Any length.....	190,000 lbs.....Placed between two empties

9TH DISTRICT.

Clocks indicating standard time are located in telegraph offices at Tilton, East Decatur, passenger station Decatur, and in engine-men's register room, Decatur round house.

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

All trains will not exceed 25 miles an hour through the No. 20 turnout at end of double track Tolono or 10 miles an hour through all other turnouts.

All trains will not exceed 10 miles an hour on curve between junction of 7th and 9th Districts and north end of curve 450 feet south of I. T. overhead bridge, Bement.

Conductors will register at Tilton, Tolono, Bement, East Decatur and Decatur.

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

At Tolono, all trains will register by throwing off O. S. slip to operator. All eastward trains affected will examine register, unless given clearance on the register by train dispatcher.

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

At East Decatur, all first-class trains will register by throwing off O. S. slip to operator.

At Decatur, all first-class trains will register at Passenger Station.

Yard limits at Tilton, Tolono, Bement and Decatur are designated by "Yard Limit" Boards.

CHAMPAIGN BRANCH—9TH DISTRICT

Conductors will register at Champaign and Sidney.

Between I. C. Junction and State Street, Champaign, all train and yard movements will be governed by Champaign Terminal Joint Time Table.

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

Car Dimensions and Gross Weights permissible between Sidney and Champaign:

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 two empties.

10TH DISTRICT.

Clocks indicating standard time are located in the telegraph offices at Passenger Station Decatur, East Decatur, Enginemen's Register Room Decatur Roundhouse, Shops, Bluffs, Baylis, Outer Depot and Quincy.

Trains will register at Decatur, Outer Depot and Quincy.

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

At Outer Depot, all first class trains will register by throwing off O. S. slip to operator. All trains affected will examine register 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.

Trains operating through Mercer Street interlocking will not exceed 20 miles an hour until after the engine or leading car has passed the junction.

Inferior trains may run ahead of superior trains between cross-overs east of Illinois Central crossing 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 will not exceed 10 miles an hour through the cross-over east of Jacksonville Depot.

All trains will not exceed 25 miles an hour through the No. 20 turn outs at the east end of the westward siding and at the west end of the eastward siding at Baylis, or 10 miles an hour through all other turn outs.

All trains will not exceed 30 miles an hour or 1 mile in 2 minutes over track on reverse curves 1 mile west of Baylis, around curve .75 mile east of Hadley, between 1 mile west and 2 miles west of Valley City, between 1.5 miles west and 4 miles west of Markham and between .4 miles west and 1.4 miles west of Riverton, first class trains will not exceed 30 miles an hour around all other curves between Griggsville and Valley City.

All trains will come to full stop, not less than 200 feet from draw bridge over Illinois River at Valley City and proceed when signaled by watchman with yellow flag by day and yellow light by night, and will not exceed 10 miles an hour over the bridge.

Pittsfield branch trains will not foul 10th district main track at Maysville without permission from the train dispatcher.

Westward automatic block signal 513-6 located just east of west switch at Shepherd governs track from this signal to east end of Mississippi River Bridge. Rule 504 governs movement of trains through this block. All trains in both directions will move through this block under full control expecting to find main track occupied.

Double-Heading is not permitted over Bridge 651, Mississippi River, Hannibal, with a K-1, K-2, K-3, K-4, K-5 or M-1 engine. Double-Heading is permitted over this bridge with engines lighter than K-1 when one engine is Class D-30, E-1, F-4, F-7 or H-9.

All trains will not exceed 6 miles an hour while any portion of train is on Bridge 651, Mississippi River, Hannibal, or while passing through Tunnel.

All trains will not exceed 15 miles an hour between Outer Depot and Union Depot Hannibal.

All trains will not exceed 6 miles an hour between Wabash Junction and Quincy.

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

Yard limits at Decatur, Springfield, Jacksonville, Bluffs, Valley City, Baylis, 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	130,000 lbs.....No Restrictions.
35 to 40 feet	145,000 lbs.....No Restrictions.
More than 40 feet	155,000 lbs.....No Restrictions.
Any length	155,000 lbs.....Placed between two empties.

KEOKUK BRANCH—11TH DISTRICT.

All trains will receive clearance card (Form 427-A) at Golden. Clocks indicating standard time are located in the telegraph offices at Bluffs and Union Depot Keokuk.

Conductors will register at Bluffs, Elvaston and Keokuk. Bridge 280 over Illinois River at Meredosia will be used for vehicles and foot traffic in addition to train traffic. Train traffic will be governed by standard semaphore signals located at East and West end of bridge, vehicle and foot traffic by gates located on approaches at East and West end of Bridge. Normal position of semaphore signals will be at stop position. Trains will come to a stop clear of semaphore signals and proceed when signals indicate clear at a speed not to exceed 6 miles an hour while any portion of train is on the bridge. Before placing signals in proceed position for train movement Bridge Watchman must know that draw is properly closed, gates at stop position and the bridge is clear of foot and vehicle traffic.

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

Car Dimensions and Gross Weights permissible between Bluffs, and Elvaston.

Overall Lengths	Gross Weights	
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.

Wabash trains will be governed by the rules and time table of the T., P. & W. R. R. between Elvaston and Hamilton, of the K. & H. Bridge Co. between Hamilton and Keokuk, and of the C., R. I. & P. R. R. at Keokuk.

Yard Limits at Bluffs are designated by "Yard Limit" boards.

13TH DISTRICT.

Clocks indicating standard time are located in telegraph offices at Union Station St. Louis, Brooklyn, Karnes, passenger station Decatur, East Decatur, and enginemen's register room Decatur round 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 crossings east of Illinois Central crossing and Mercer Street, Decatur, without orders, but will 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.

Trains operating through Mercer Street interlocking, will not exceed 20 miles an hour until after the engine or leading car has passed the junction.

Passenger trains will not exceed 55 miles and freight trains 40 miles an hour on both tracks around curve at Edwardsville Depot.

All trains will not exceed 10 miles an hour through all turnouts. The line between upper and lower depots, Edwardsville is used in switch service. Movements made over it must be under protection.

All train and engine men will be under the direction and control of the Superintendent Terminals between Mitchell and St. Louis.

Trains operating via Eads Bridge will be governed by the rules and time-table of the Terminal Railroad Association between Bridge Junction and Union Station, St. Louis. Trains operating via the Merchants Bridge route will be governed by the rules in time-table of the Terminal Railroad Association between Granite City 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 and Page Avenue Junction and between Grand Avenue tower and Union Station, St. Louis, and by the rules and time-table of the Wabash-Moberly Division between Page Avenue Junction and Grand Avenue tower.

Conductors will register at Decatur, Granite City and Brooklyn.

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

Yard Limits at Decatur, Taylorville, Mt. Olive-Karnes, Edwardsville, Mitchell-Granite City and Brooklyn are designated by "Yard Limit" Boards.

RAILROAD CROSSINGS AND JUNCTIONS.

6TH DISTRICT.

W. I. Junction—C. & W. I. Governed by Semaphores of Interlocking System.

Ashland Ave.—Belt. No target.

Forest Hill—B. & O. C. T. and P. C. C. & St. L. Governed by Semaphores of Interlocking System.

Ashburn—G. T. W. Governed by gates.

Chicago Ridge—I. H. B. Governed by Semaphores of Interlocking System.

Orland Park—End of double track. Governed by target of hand thrown switch located at north end of depot platform. All trains will approach this switch under control prepared to stop unless switch is right and the track clear.

Manhattan—C. M. St. P. & P. 0.4 mile south.

Reddick—N. Y. C. 0.5 mile north.

Saunemin—I. C. 1 mile north.

Forrest—T. P. & W. No target.

} Governed by Semaphores of Interlocking System.

7TH DISTRICT.

Forrest—T. P. & W. No target.

Strawn—I. C. 1.2 miles north.

Gibson City—I. C. and N. Y. C. & St. L.

Lotus—I. C.

Mansfield—C. C. C. & St. L.

Lodge { I. C.

{ End of double track.

} Governed by Semaphores of Interlocking System.

Bement—9th Dist. Junction. Switch leading from 9th District eastward to 7th District northward track and switch leading from 7th District southward to 9th District westward track located 450 feet west of depot. Switches will be kept lined up for 9th District and locked when not in use. All 7th District trains will come to full stop before fouling the 9th District westward track and know that switches are right and the track is clear before proceeding. Southward movements are governed by automatic color light, two-indication distant signal (yellow—caution), (red—stop), located 5100 feet north of junction home signal, and by semaphore home signal at junction. Northward movements are governed by the bottom arm of the two-arm semaphore home signal located between coal chute and depot.

STREATOR BRANCH—7TH DISTRICT.

Fairbury—Junction of T. P. & W. No target.

Pontiac Junction—I. C. and Alton. Governed by Semaphores of Interlocking System.

Streator Junction—N. Y. C.

Streator—N. Y. C. 0.5 mile south.

Streator—A. T. & S. F. Governed by Semaphores of Interlocking System.

} No target.

EFFINGHAM BRANCH—8TH DISTRICT.

Hammond—B. & O. Target diagonal for Wabash trains.

Lovington—P. C. C. & St. L.

Sullivan—C. & E. I. and I. C.

Windsor—C. C. C. & St. L. Governed by Semaphores of Interlocking System.

Stewardson—N. Y. C. & St. L. Governed by Automatic Signals.

} No target.

9TH DISTRICT.

Ryan—C. & E. I. Governed by signals of interlocking system.

Champaign—I. C. 0.3 mile east.

Tolono. { I. C.

{ End of double track.

} Governed by Semaphores of Interlocking System.

Bement—7th Dist. Junction. Switch leading from 9th District eastward to 7th District northward track and switch leading from 7th District southward to 9th District westward track located 450 feet west of depot. Switches will be kept lined up for 9th District and locked when not in use. 9th District eastward trains will approach junction under full control, and 9th District westward trains will approach movable point crossing of 9th District westward and 7th District northward tracks and junction under full control, prepared to stop, unless switches are right and the track is clear. Westward movements are governed by automatic color light, two-indication, distant signal (yellow—caution), (red—stop), located 3900 feet east of movable point crossing, and by semaphore home signal at junction. Eastward movements are governed by the top arm of the two-arm semaphore home signal located between coal chute and depot.

Decatur—I. C. Governed by gates.

10TH DISTRICT.

Decatur—I. C. Governed by gates.

Mercer Street—13th Dist. Junction.

Starne—I. C. and I. T.

Springfield—B. & O. 1.5 miles east. Governed by Semaphores.

Springfield—C. & I. M. 1.2 miles east.

Springfield—I. C.. Governed by Semaphore.

Iles—Alton.

Curran—C. S. & St. L. .5 mile east.

Jacksonville Junction—Alton, J. & H. and C. B. & Q.

Chapin—C. B. & Q. Governed by a Semi-Automatic Crossing Control Plant.

Bluffs—11th Dist. Jct. West end of passing track. Switch set for 11th Dist.

Valley City—Illinois River draw bridge, 0.3 miles east. No Target, governed by hand signals from Bridge Tender.

Maysville—Junction Pittsfield Branch.

Hulls—C. B. & Q. Governed by Signals of Manual-Automatic Interlocking System.

East Hannibal—Junction of C. B. & Q. Switch target red for trains to or from C. B. & Q.

Hannibal—Mississippi River Draw Bridge.

Hannibal—C. B. & Q. west end Miss. River Bridge.

Hannibal—C. B. & Q. Broadway Street. No Target.

Hannibal—C. B. & Q. Main Street. Governed by Semaphore.

KEOKUK BRANCH—11TH DISTRICT.

Bluffs—10th Dist. Jct. West end of passing track. Switch set for 11th. Dist.

Meredosia—Illinois River Draw Bridge. Governed by Semaphore.

Golden—C. B. & Q. Governed by a Semi-Automatic Crossing Control Plant.

Carthage—C. B. & Q. No Target.

Elvaston—Junction of T. P. & W. Switch target red for Wabash trains.

13TH DISTRICT.

Decatur—I. C. Governed by gates.

Mercer St.—10th Dist. Jct. Governed by Semaphores of Interlocking System.

Boody—Junction of B. & O. No target.

Taylorville—B. & O. 0.6 mile north.

Litchfield—I. C. 2.5 miles north.

Litchfield—C. C. & St. L.

Litchfield—C. B. & Q. 1.2 miles south.

DeCamp—L. & M. and C. & N. W.

Mitchell—A. & S. 0.5 mile north.

Granite City { End of Double Track.

{ Merchants Bridge Terminal. }

Governed by Semaphores of Interlocking System.

Venice—Illinois Terminal Railroad System Crossing. No target.

Brooklyn—Southern. Semaphore located west of Wabash and north of Southern tracks. This signal governs all four of the Wabash tracks crossing the Southern track. When red board by day and red light by night is placed across Southern track, Wabash trains may cross. When red board by day and red light by night is placed across westerly Wabash track, Southern trains may cross.

Bridge Junction—C. C. C. & St. L. Double arm, upper quadrant semaphore signal. Upper arm in perpendicular position or showing green light by night, indicates PROCEED for trains on C. C. C. & St. L. tracks. Lower arm in perpendicular position or showing green light by night, indicates PROCEED for trains on Wabash track. Horizontal position of arms or red lights by night indicate STOP.

Bridge Junction—N. Y. C. & St. L. Double arm, upper quadrant semaphore signal—upper arm in perpendicular position or showing green light by night, indicates PROCEED for trains or engines on Wabash Tracks—Lower arm in perpendicular position or showing green light by night, indicates PROCEED for trains on N. Y. C. & St. L. Tracks. Horizontal position of arms or red lights by night, indicates STOP.

Bridge Junction—Terminal Railroad Association—No target.

STATIONS AND SIDINGS NOT SHOWN ON TIME TABLE.

6TH DISTRICT.

Sand Loading Track—706 feet north of Kankakee river bridge Custer Park; connected south end; capacity, 6 cars.

7TH DISTRICT.

Caldwells, Station No. 461—2 miles north of Lodge; connected north end; capacity, 5 cars.

STREATOR BRANCH—7TH DISTRICT.

Pontiac Stone Co.—2.2 miles north of Pontiac; connected north end; capacity, 19 cars.

Champlin, Station No. 427—2 miles south of Lodemia; connected north end; capacity, 5 cars.

EFFINGHAM 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, 12 cars.

Lanton, Station No. 472—2.3 miles south of Hammond; connected north end; capacity, 13 cars.

Cushman, Station No. 475—4 miles south of Lovington; connected both ends; capacity, 17 cars.

Bruce, Station No. 483—5.9 miles south of Sullivan; connected both ends; capacity, 18 cars.

Kirk, Station No. 486—2.5 miles north of Windsor; connected north end; capacity, 7 cars.

Herborn, Station No. 489—2.7 miles north of Stewardson; connected both ends; capacity, 12 cars.

Burrells, Station No. 498—4.9 miles north of Effingham; connected north end; capacity, 3 cars.

9TH DISTRICT.

Sloan, Station No. 128—On eastward track, 2.7 miles east of Ivesdale; connected east end; capacity, 10 cars.

Piatt, Station No. 130—On westward track, 3.1 miles east of Bement; connected west end; capacity, 24 cars.

10TH DISTRICT

Prairie Switch—1.9 miles west of Starne; connected both ends; car capacity 56 cars.

Hospital Switch—1.6 miles west of Riverton; connected west end. Capacity 70 cars.

Iles—Station No. 161—1.8 miles west of Shops; connected both ends. Capacity 18 cars.

Orleans—Station No. 175—2.1 miles west of Alexander; connected both ends; capacity 34 cars.

Jacksonville Junction—.7 mile east of Jacksonville. No siding.

Pineland Station No. 242—1.75 miles east of Valley City; connected east end. Capacity 4 cars.

Pittsfield Station No. 249—6.2 miles south of Maysville.

Hadley—Station No. 255—4 miles west of Baylis; connected both ends; capacity 22 cars.

Camery Switch—Station No. 254—1.4 miles east of Magner; connected both ends. Capacity 31 cars.

Spencer—Station No. 256—3 miles west of Hulls; connected west end. Capacity 7 cars.

Shepherd—Station No. 262—.5 mile east of East Hannibal; connected both ends. Capacity 52 cars.

13TH DISTRICT

P. C. Co. Mine No. 58—On southward track, 1 mile south of Taylorville; connected north end; length 1.3 miles.

C. C. Co. Mine No. 15—On southward track, 0.5 mile south of Mt. Olive; connected north end; length 2.7 miles.

C. C. Co. Mine No. 7—On northward track, 2 miles north of Staunton; connected both ends; length 4,285 feet.

C. C. Co. Mine No. 14—On southward track, 1.2 miles north of Staunton; connected north end; length 2 miles.

Venice—Station No. 309—2.3 miles south of Granite City; connected south end; capacity 2 cars.

ADJUSTED TONNAGE RATING

		Brooklyn to Worden				Worden to Forrest Decatur to Mt. Olive				Forrest to Landers				Mt. Olive to Brooklyn				
Car Factor		11				11				11				15				Car Factor
Class		A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	Class
L-1		5850	5000	4420	3915	6250	5340	4720	4185	5960	5100	4500	3990	7490	6200	5330	4720	L-1
O-1		5950	5090	4500	3985	5950	5090	4500	3985	5680	4850	4290	3800	8150	6750	5800	5140	O-1
M-1		5830	4990	4400	3905	5830	4990	4400	3905	5570	4760	4205	3730	7490	6200	5330	4720	M-1
K-5		5425	4640	4100	3635	5470	4680	4130	3660	5470	4680	4130	3665	7230	5990	5150	4560	K-5
K 3-4		5125	4380	3870	3435	5480	4685	4140	3670	5240	4480	3955	3510	6910	5720	4920	4355	K 3-4
K-2		4250	3620	3210	2845	4600	3935	3475	3080	4380	3740	3310	2935	5840	4835	4165	3680	K-2
K-1		4250	3620	3210	2845	4600	3935	3475	3080	4380	3740	3310	2935	5400	4470	3845	3400	K-1

		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
L-1		3990	3660	3370	3090	4475	4060	3710	3365	5480	4390	4440	3990	4660	4225	3865	3500	L-1
O-1		3720	3415	3140	2880	4575	4150	3800	3440	5110	4565	4140	3720	4440	4030	3680	3340	O-1
M-1		3640	3340	3075	2820	4510	4090	3740	3390	5010	4470	4060	3650	4350	3940	3610	3270	M-1
K-5		3850	3525	3250	2985	4475	4060	3710	3365	.....	.....	.....	.....	.....	.....	.....	.....	K-5
K 3-4 B		.....	.....	.....	.....	.....	.....	.....	.....	5360	4785	4340	3900	4600	4170	3820	3460	K 3-4 B
K 3-4		3500	3220	2960	2710	3940	3570	3270	2960	4810	4300	3900	3500	4100	3720	3400	3080	K 3-4
K 1-2		2990	2745	2530	2320	3370	3055	2800	2530	4070	3635	3300	2960	3490	3165	2900	2625	K 1-2

		Hannibal to Bluffs With K-1 Helper				Hannibal to Bluffs With I-3 Helper				Hannibal to Bluffs No Helper				Springfield and Decatur—Springfield to Bluffs—(Bluffs to Springfield—Helper Bluffs to Chapin)				
Car Factor		3				3				3				7				Car Factor
Class		A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	Class
M-1		3890	3740	3550	3410	3660	3510	3350	3210	2400	2310	2200	2100	4600	4170	3820	3460	M-1
K 3-4 B		3600	3445	3280	3170	3375	3240	3075	2975	2110	2015	1925	1860	4490	4070	3730	3380	K 3-4 B
K-5		3350	3220	3050	2930	3130	3000	2850	2740	1860	1790	1700	1620	4180	3790	3470	3150	K-5
K 3-4		3265	3125	2975	2875	3040	2920	2770	2680	1775	1695	1620	1565	4010	3635	3330	3015	K 3-4
K-1		2980	2860	2710	2620	2755	2645	2505	2425	1490	1430	1355	1310	3360	3045	2790	2530	K-1
I-3		2755	2635	2505	2425	2530	2430	2300	2230	1265	1205	1150	1115	2810	2550	2330	2110	I-3
G-1 64"		2625	2520	2390	2310	2400	2300	2180	2110	1135	1090	1030	1000	2620	2380	2170	1970	G-1 64"
G-1 70"		2525	2425	2295	2220	2300	2210	2090	2025	1035	995	940	910	2380	2160	1975	1790	G-1 70"
F-7		2145	2060	1955	1890	1920	1845	1750	1695	655	630	600	580	1440	1305	1195	1085	F-7

		Bluffs to Hannibal With K-1 Helper				Bluffs to Hannibal With I-3 Helper				Bluffs to Hannibal No Helper				Bluffs to Springfield No Helper				
Car Factor		3				3				3				7				Car Factor
Class		A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	Class
M-1		3850	3700	3520	3375	3650	3500	3330	3100	2400	2310	2200	2100	3900	3540	3240	2930	M-1
K 3-4 B		3495	3340	3185	3085	3295	3140	3000	2915	2045	1950	1865	1810	3725	3375	3090	2800	K 3-4 B
K-5		3250	3100	2960	2845	3050	2900	2780	2680	1800	1710	1640	1570	3290	2980	2730	2470	K-5
K 3-4		3170	3035	2885	2790	2970	2850	2700	2620	1720	1645	1565	1515	3155	2860	2620	2370	K 3-4
K-1		2900	2780	2640	2550	2700	2590	2455	2380	1450	1390	1320	1275	2530	2295	2100	1905	K-1
I-3		2700	2580	2455	2380	2500	2400	2270	2210	1250	1190	1135	1105	2140	1940	1775	1610	I-3
G-1 64"		2575	2470	2340	2265	2375	2280	2160	2090	1125	1080	1025	990	1945	1765	1615	1460	G-1 64"
G-1 70"		2475	2375	2250	2175	2275	2185	2065	2005	1025	985	930	900	1765	1600	1465	1330	G-1 70"
F-7		2090	2005	1910	1845	1890	1815	1725	1665	640	615	590	570	1010	915	840	760	F-7

Class F-4 Engines

	Car Factor	Class			
		A	B	C	D
Bluffs to Clayton.....	4	710	670	630	595
Clayton to Keokuk.....	5	1010	940	860	805
Keokuk to Elvaston.....	4	690	650	615	580
Elvaston to Clayton.....	4	875	820	780	735
Clayton to Bluffs.....	8	1740	1555	1410	1265

NOTE:—Tonnage for Classes F-7, G-1, I-3, J-1-2 will be as follows on the 6th, 7th 9th and 13th Districts:

Class F-7 will be given 45% of Class K-1 Rate.
 Class I-3 will be given 86% of Class K-1 Rate.
 Class J-1-2, G-1, Nos. 2001 to 2060, inc., will be given 68% of Class K-1 Rate.
 Class G-1, Nos. 2061 to 2090, inc., will be given 75% of Class K-1 Rate.
 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.

When helper engine other than I-3 or K-1 is used between Bluffs and Hannibal, to obtain proper rate, add the rate for the helper engine class to the rate of engine pulling train.