

MEDICAL AND SURGICAL DEPARTMENTS

LOCATION OF COMPANY MEDICAL EXAMINERS, SURGEONS AND OCULISTS

Astoria, Ill.	Dr. H. T. BAXTER	Local Surgeon.
Beardstown, Ill.	Dr. D. E. HAWORTH	Medical Examiner.
Beardstown, Ill.	Dr. W. W. HOLLAND	Local Surgeon.
Beardstown, Ill.	Dr. C. E. SOULE	Local Surgeon.
Bushnell, Ill.	Dr. J. C. GRIFFITH	Local Surgeon.
Bushnell, Ill.	Dr. BERT ROAN	Local Surgeon.
Centralia, Ill.	Dr. A. P. HELLER	Surgeon and Examiner.
Centralia, Ill.	Dr. W. F. PLASSMAN	Oculist.
Christopher, Ill.	Dr. L. L. LOVE	Local Surgeon.
Christopher, Ill.	Dr. W. W. SHEERER	Local Surgeon.
East St. Louis, Ill.	Dr. O. B. BOYD	Local Surgeon.
Girard, Ill.	Dr. H. A. FINNEY	Local Surgeon.
Herrin, Ill.	Dr. W. R. GARDNER	Local Surgeon.
Herrin, Ill.	Dr. F. C. MURRAH	Surgeon and Examiner.
Jacksonville, Ill.	Dr. CARL E. BLACK	Local Surgeon.
Litchfield, Ill.	Dr. G. A. SIHLER	Local Surgeon.
Metropolis, Ill.	Dr. G. F. CUMMINS	Local Surgeon.
Monmouth, Ill.	Dr. H. G. EBERSOLE	Local Surgeon.
Monmouth, Ill.	Dr. J. L. SHERRICK	Local Surgeon.
Paducah, Ky.	Dr. WARREN P. SIGHTS	Surgeon and Examiner.
St. Louis, Mo.	Dr. RICHARD A. SUTTER	Surgeon and Examiner.
St. Louis, Mo.	Dr. E. R. RICE	Local Surgeon.
St. Louis, Mo.	Dr. R. E. MASON	Oculist.
Valler, Ill.	Dr. L. L. LOVE	Local Surgeon.
Virden, Ill.	Dr. T. W. MORGAN	Local Surgeon.
Waverly, Ill.	Dr. W. H. ALLYN	Local Surgeon.
Waverly, Ill.	Dr. PAUL R. ALLYN	Local Surgeon.
Whitehall, Ill.	Dr. FRANK McLAREN	Local Surgeon.

Whenever any person other than a trespasser sustains injuries on Company property, requiring immediate medical attention, the nearest Company Surgeon should be summoned by the officer or employe of highest rank present.

In cases of emergency, when the attendance of the Company Surgeon cannot be had at once, the most available surgical aid should be called to serve until the Company Surgeon arrives, who, upon arrival, should at once take charge of the case and relieve the called surgeon from further care or attendance, as far as the Company is concerned.

In case of injury to trespassers, a physician, the Company Surgeon when available, should be summoned only in case the injury renders the patient incapable of seeking medical attention himself. An injured trespasser should not, except in emergency, be removed from the county in which the injury occurs, but arrangements should be made to turn the patient over to the county authorities in case he cannot provide for his own care after emergency service has been rendered.

The acceptance of the aid of a surgeon called by the Company is entirely optional with injured parties. In case they desire, they can select, at their own expense, other surgical attendance.

This Company will not recognize bills of surgeons other than those on its regular staff, except for temporary service rendered prior to the arrival of the Company surgeon, and then only for such attendance as it appears is clearly and immediately demanded. No important surgical operation should be made previous to the arrival of the Company Surgeon, except such as may be required for the immediate safety of the patient.

R. B. KEPNER, M. D.
Medical Director Relief Department, Chicago.
O. H. HORRALL, M. D.
Chief Surgeon, Chicago.

J. H. AYDELOTT
General Manager, Chicago.

S. L. FEE
General Superintendent, Galesburg.

W. R. EBLE
Superintendent, Galesburg.

F. L. GOODMAN
Assistant Superintendent, Centralia.

F. E. SPERRY
General Superintendent of Transportation, Chicago.

L. C. TWYMAN
Assistant Superintendent of Transportation, Chicago.

Chicago, Burlington & Quincy Railroad Company

LINES EAST OF THE MISSOURI RIVER

TIME TABLE

OF THE

BEARDSTOWN DIVISION

OF THE

EASTERN DISTRICT

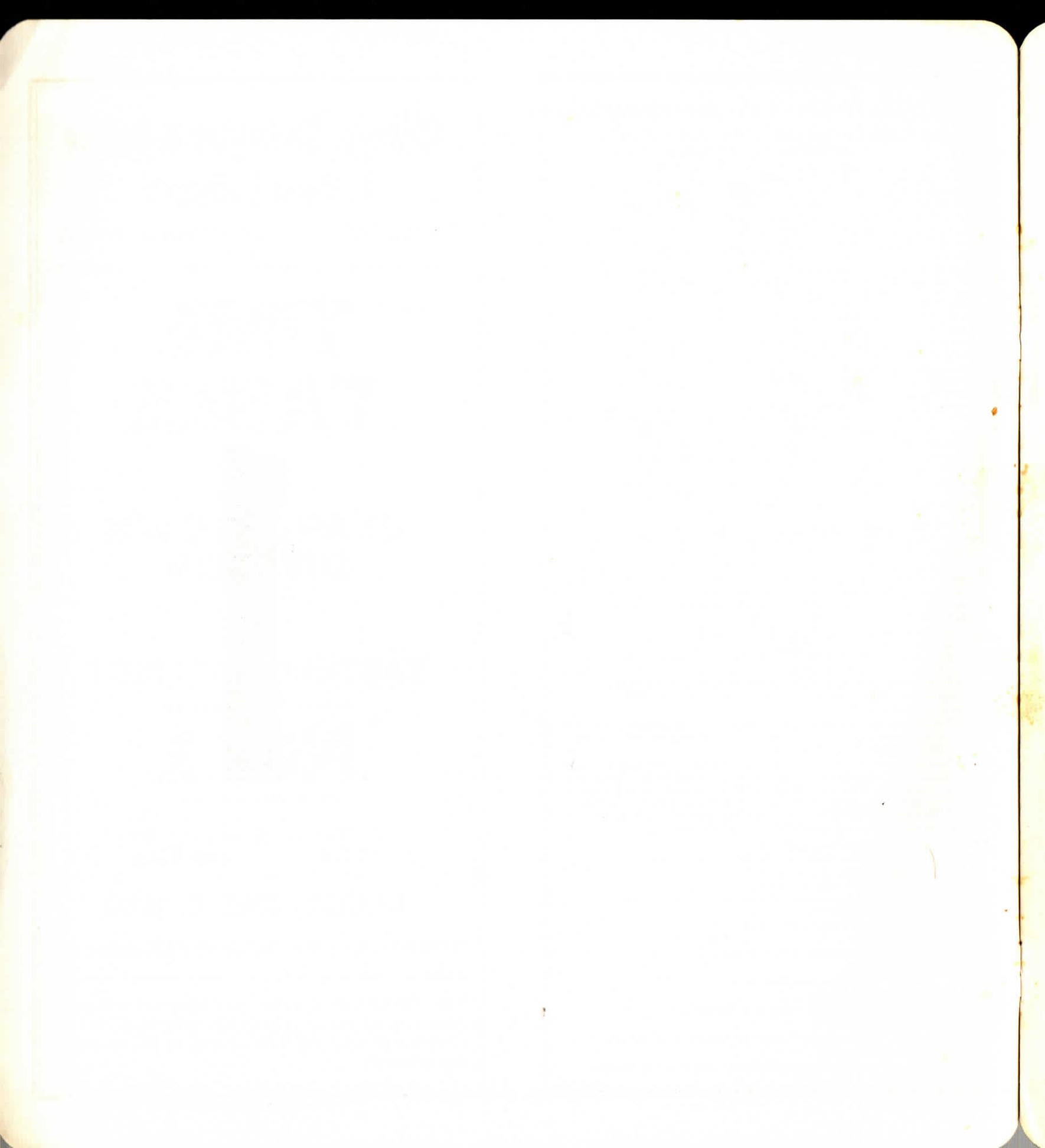
No. 1

EFFECTIVE AT 12:01 A. M.
CENTRAL STANDARD TIME

SUNDAY, JUNE 2, 1940

DESTROY ALL TIME TABLES OF PREVIOUS DATE

This Time Table is for the exclusive use and guidance of the employes concerned, who must carry in addition thereto the book of rules of the operating department.



Rio and Beardstown—Sub-division

BEARDSTOWN DIVISION.

TIME TABLE No. 1.

EFFECTIVE JUNE 2, 1940.

SOUTHWARD					Office Open Week Days	Signs	Distance from Rio	STATIONS	Distance from St. Louis	M. P. Location	Capacity of Sidings	Other Tracks	Office Open Sundays	NORTHWARD		
SECOND CLASS		FIRST CLASS												FIRST CLASS		
Daily Mdse.	Daily Mdse.	Daily Passenger	Daily Passenger	Daily Ex. Sunday Passenger										Daily Passenger	Daily Ex. Sunday Passenger	Daily Passenger
70	80	52	48	190	51	191	47									
				P.M. L 4.43	8:00 a.m. to 5:00 p.m.	B.R.Y. Yd.		..... RIO	206.86	210.54		15	No Office	A.M. A 9.20		
				s 4.52	8:30 a.m. to 5:30 p.m.		4.36	..... NORTH HENDERSON	202.50	206.22		30	No Office	s 9.10		
				s 5.01	8:30 a.m. to 5:30 p.m.		9.06	..... ALEXIS	197.80	201.54		28	No Office	s 9.01		
				s 5.12	8:30 a.m. to 5:30 p.m.		15.01	..... GERLAW	191.85	195.53		22	No Office	s 8.49		
							20.38	..... R. I. S. Crossing (Grade)	186.48	190.16						
							21.38	..... M. & St. L. Crossing (Grade)	185.48	189.16						
				s 5.25 5.30	Continuous	B.K.O. W.Y. Yd.	21.48	..... MONMOUTH	185.38	189.06	Yd.	Yd.	Continuous	s 8.35		
				f 5.42	No Office		27.58	..... LARCHLAND	179.28	182.96		21	No Office	f 8.21		
				s 5.54	7:30 a.m. to 4:30 p.m.		33.69	..... ROSEVILLE	173.17	176.85		59	No Office	s 8.10		
				s 6.04	7:15 a.m. to 4:15 p.m.		38.45	..... SWAN CREEK	168.41	172.09		40	No Office	s 8.00		
				s 6.09	No Office		40.46	..... YOUNGSTOWN	166.40	170.07		18	No Office	s 7.55		
				s 6.17	No Office		44.68	..... WALNUT GROVE	162.18	165.87		31	No Office	s 7.46		
				s 6.28 6.31	Continuous	B.C.K. R.W.Y. Yd.	50.10	..... Galesburg Div. Crossing (Interl.)	156.76	160.37	Yd.	Yd.	Continuous	s 7.35 7.32		
				f 6.41	No Office		55.13	..... EPPERSON	151.73	155.80		23	No Office	f 7.22		
				s 6.49	8:30 a.m. to 5:30 p.m.		59.47	..... ADAIR	147.39	151.32	90	25	No Office	s 7.15		
				s 6.59	7:00 a.m. to 4:00 p.m.		64.91	..... TABLE GROVE	141.95	145.87		46	No Office	s 7.05		
6.40	6.05	L 1.00	P.M. L 12.40	A 7.10 P.M.	Continuous	B.W.Y. R. Yd.	70.19	..... VERMONT	136.67	140.60	125		Continuous	A.M. A 2.30	P.M. A 12.40	
6.50	6.20	s 1.11	s 12.50		8:30 a.m. to 5:30 p.m.		76.86	..... ASTORIA	130.00	133.60	38	52	No Office	s 2.12		s 12.29
7.00	6.30	f 1.18	s 12.57		No Office		81.25	..... BADER	125.61	129.38	125	7	No Office	f 2.00		s 12.20
7.10	6.40	s 1.27	s 1.03		8:15 a.m. to 4:15 p.m.		84.66	..... BROWNING	122.20	125.96	125	30	11:30 a.m. to 1:30 p.m.	s 1.51		s 12.12
7.20	6.55	s 1.42	s 1.10		No Office		89.80	..... FREDERICK	117.06	120.78	35	19	No Office	s 1.42		s 12.03 P.M.
		A 2.00 A.M.	A 1.17 P.M.		Continuous	B.C.K. O.R.T. W.Yd.	93.69	..... BEARDSTOWN	113.17	116.94	Yd.	Yd.	Continuous	L 1.35 A.M.		L 11.55 A.M.
A 7.30 A.M.	A 7.15 P.M.				No Office	B.C.K. O.R.W. Yd.	94.69	..... BEARDSTOWN YARD	112.17	115.89	Yd.	Yd.	No Office			
Daily	Daily	Daily	Daily	Daily Ex. Sunday				..... SCHEDULED TIME						Daily	Daily Ex. Sunday	Daily
1:30 29.7	2:00 22.3	1:00 23.5	0:37 38.1	2:27 28.7				..... AVERAGE MILES AN HOUR						0:55 25.6	2:25 28.9	0:45 31.3

FOOTNOTES ON PAGE 4.

Rio and Beardstown—Sub-division.

BEARDSTOWN DIVISION.

TIME TABLE No. 1.

EFFECTIVE JUNE 2, 1940.

FOOTNOTES

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.

Rules D-251, D-252, D-254, 318-B in effect between Bushnell and Vermont.

Rule 318-B in effect between Rio and Bushnell; Vermont and Bader; Browning and Beardstown and on West track between Beardstown and Vermont.

Automatic Block System in effect between Bader and Browning.

Double Track: Bushnell to cross over at Vermont depot; 350 feet south of Illinois River Bridge to Beardstown Yard.

Between Vermont and Illinois River Bridge, Beardstown, there are two main tracks.

East track will be used by Nos. 47, 51, 48, 52 and northward local way freights and southward freight trains.

West track will be used by northward freight trains by signal indication. Southward trains will use West track by train order only.

Southward trains will cross over to East track at Vermont just north of depot.

Rule 907 in effect between Rio and Bushnell, and will apply to northward trains on East track (Old Line) from north limit board Beardstown to south yard limit board Vermont.

Register station Vermont for Nos. 47, 48, 51, 52, 190, 191.

Harris Branch Siding. 85 cars capacity, on West track at M. P. 129.

Normal position of spring switch at the end of double track 350 feet south of Illinois River Bridge, Beardstown, is for southward trains.

Drawbridge 117.35 over Illinois River at Beardstown, interlocked.

The movement of trains over Illinois River Bridge, Beardstown, will be governed in either direction by signal indication, regardless of superiority.

No train order signal Bushnell governing trains northward on Rio and Beardstown Sub-division, Conductors and Enginemen must have Clearance Form A.

No train order signal Monmouth governing trains on Rio and Beardstown Sub-division. Conductors and Enginemen must have Clearance Form A.

No train order signal Rio governing trains southward on Rio and Beardstown Sub-division, Conductors and Enginemen must have Clearance Form A.

Local extra leaves Rio about 8:30 a. m., Tuesday, Thursday and Saturday. Carries passengers Rio to Monmouth.

Local extra leaves Beardstown 8:00 a. m., Monday, Wednesday and Friday. Carries passengers Monmouth to Rio.

No. 77 Leaves Beardstown Yard daily, 10:15 a. m. via West track.
Arrives Bushnell 1:00 p. m.

No. 73 Leaves Beardstown Yard daily, 6:10 p. m. via West track.
Arrives Bushnell 7:45 p. m.

Beardstown and St. Louis—Sub-division.

BEARDSTOWN DIVISION.

TIME TABLE No. 1.

EFFECTIVE JUNE 2, 1940.

FOOTNOTES

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.

Rules D-251, D-252, D-254, 318-B, in effect between Beardstown and Concord.

Rule 318-B in effect between Concord and East Alton.

Double Track: Beardstown to Arenzville; Gibbs to Concord.

Centralized Traffic Control in effect between Arenzville and Gibbs.

Rule 907 in effect between Concord and East Alton, not including Concord Station.

Normal position of main track switch at Concord is for Concord and Centralia Sub-division.

Northward trains approaching Concord from Beardstown and St. Louis Sub-division will be governed by Rule 98.

No. 51 will stop at Piasa, Kemper and Riggston to discharge passengers from St. Louis, East St. Louis and East Alton only.

No. 80 will do way freight work Chapin to East Alton.

OFFICE OPEN SUNDAYS:

Beardstown, Concord, Chapin, Brighton and St. Louis, continuous.

Whitehall 8:00 a. m. to 5:00 p. m., 9:00 p. m. to 5:00 a. m.

No. 70 Leaves Beardstown Yard daily, 8:15 a. m.
Arrives Concord 8:45 a. m.

No. 73 Leaves Concord daily, 5:20 p. m.
Arrives Beardstown Yard 5:50 p. m.

Beardstown and St. Louis—Sub-division

BEARDSTOWN DIVISION.

TIME TABLE No. 1.

EFFECTIVE JUNE 2, 1940.

SOUTHWARD					STATIONS	Distance from Beardstown	M. P. Location	Capacity of Sidings	Other Tracks	Office Open Week Days	NORTHWARD				
SECOND CLASS		FIRST CLASS									FIRST CLASS			SECOND CLASS	
Daily Mdse.	Daily Mdse.	Daily Passenger	Daily Ex. Sunday Passenger	Daily Passenger							Daily Passenger	Daily Ex. Sunday Passenger	Daily Passenger	Daily Mdse.	Daily Mdse.
80	62	48	12	52	Signs						47	11	51	61	77
		P.M. L 1:30	A.M. L 6:45	A.M. L 2:20	B.C.K. O.R.T. W.Yd.					Continuous	A.M. A 11:40	P.M. A 7:30	A.M. A 1:23		
					Yd.B.K. O.R.W.	1.00	..... BEARDSTOWN YARD	115.94	Yd. Yd.	No Office				P.M. A 5:40	A.M. A 6:30
P.M. L 8:00	A.M. L 8:00				F.	6.72	..... HAGERER	110.23	26	No Office	f 11:29	f 7:15	1:13		
		f 1:40	f 6:56	f 2:32		10.32	..... ARENZVILLE	106.62	33	7:30 a.m. to 4:30 p.m.	s 11:23	s 7:10	f 1:08		
		s 1:45	s 7:04	f 2:39		12.84	..... GIBBS	104.99	36	No Office					
8:45	8:30	s 1:56	A 7:13 A.M.	s 2:50	Yd. B.R. W.Y.	14.84	..... CONCORD	102.10	36 102	Continuous	s 11:16	L 7:02 P.M.	s 1:01	5:07	5:55
9:10	8:40	s 2:04		s 3:00	Y.	19.03	..... CHAPIN	97.97	38 45	Continuous	s 11:09		s 12:54	4:57	5:40
					F.	22.72	..... MERRITT	94.23	27	No Office	f 11:00		12:45		
9:30	8:50	s 2:15		f 3:11		24.17	..... RIGGSTON	92.77	23 25	8:30 a.m. to 5:30 p.m.	s 10:56		12:41	4:45	5:15
9:55	8:59	s 2:23		s 3:21		29.21	..... WINCHESTER	87.73	29 26	8:00 a.m. to 5:00 p.m.	s 10:48		s 12:33	4:35	5:00
10:15	9:09	s 2:35		f 3:33		35.26	..... ALSEY	81.76	31 29	8:30 a.m. to 5:30 p.m.	s 10:37		f 12:22	4:25	4:40
		s 2:43		f 3:42	F.	39.65	..... BARROW	77.29	25	No Office	s 10:29		f 12:14		
10:30	9:20	s 2:45		s 3:45		41.07	..... WEST ROODHOUSE	75.90	25	No Office	s 10:26		s 12:11	4:15	4:20
						41.70	..... C. & A. Crossing (Auto. Interl.)	75.27							
						43.61	..... C. & A. Crossing (Auto. Interl.)	73.33							
11:30	9:31	s 2:52		s 3:57	W.	44.24	..... WHITEHALL	72.70	36 78	8:00 a.m. to 5:00 p.m. 9:00 p.m. to 5:00 a.m.	s 10:19		s 12:04	4:05	3:57
11:51	9:46	s 3:03		f 4:10		51.49	..... WRIGHTS	65.45	24 13	No Office	s 10:06		f 11:51	3:49	3:25
A.M. 12:20	9:58	s 3:12		s 4:22		56.30	..... GREENFIELD	60.64	34 52	8:30 a.m. to 5:30 p.m.	s 9:58		s 11:43	3:37	3:05
12:45	10:22	s 3:20		s 4:35	C.W.	61.41	..... ROCKBRIDGE	55.53	31 30	8:30 a.m. to 5:30 p.m.	s 9:47		f 11:32	3:20	2:45
		s 3:27		f 4:43	F.	65.86	..... KEMPER	51.08	27	No Office	s 9:38		11:23		
1:15	10:40	s 3:34		s 4:52		68.99	..... MEDORA	47.95	30 43	8:30 a.m. to 5:30 p.m.	s 9:32		s 11:17	3:05	2:20
						69.17	..... C. S. & St. L. Crossing (Grade)	47.77							
		s 3:41		f 5:01		73.17	..... PIASA	43.74	30	No Office	s 9:23		11:08		
						78.33	..... C. & A. Crossing (Interlocked)	38.61							
1:50	11:02	s 3:50		f 5:13		78.45	..... BRIGHTON	38.49	30 25	Continuous	s 9:14		f 10:59	2:45	1:50
					W.Y. F.	88.65	..... ALTON HOSPITAL	28.28	35 7	No Office	f 8:57		f 10:42	2:05	12:45
	2:20	11:27	f 4:04	f 5:37		90.21	..... C.C.C. & St.L. Crossing (Interl.)	26.73							
	2:30	11:37	s 4:08	s 5:47	B.R. Y.Yd.	90.31	..... EAST ALTON	26.63		7:00 a.m. to 11:00 p.m.	s 8:53		s 10:38	1:50	s 12:30

Trains between East Alton and Bridge Jct. are governed by rules and time table of C. C. C. & St. L. Ry.

Trains between Bridge Jct. and St. Louis are governed by rules and time table of T. R. R. Assn.

P.M. A 3:30	A 12:45 P.M.	s 4:43		s 6:42	B.C.F. K.O.R. T.W.Yd.	109.96	..... EAST ST. LOUIS		Yd. Yd.	No Office	s 8:19		s 10:04	L 1:00 P.M.	L 11:00 P.M.
					B.K.R. Yd.	113.17	..... ST. LOUIS			Continuous	L 8:05 A.M.		L 9:50 P.M.		
Daily	Daily	Daily	Daily Ex. Sunday	Daily							Daily	Daily Ex. Sunday	Daily	Daily	Daily
7:30 14.7	4:45 23.8	3:40 30.9	0:28 31.7	4:44 23.9			..... SCHEDULED TIME				3:35 31.1	0:28 31.7	3:33 31.4	4:40 24.3	7:30 14.7
							..... AVERAGE MILES AN HOUR								

FOOTNOTES ON PAGE 4.

Concord and Centralia—Sub-division

BEARDSTOWN DIVISION.

TIME TABLE No. 1.

EFFECTIVE JUNE 2, 1940.

SOUTHWARD													NORTHWARD		
SECOND CLASS		FIRST CLASS	Office Open Week Days	Signs	Distance from Concord	STATIONS	Distance from Centralia	M. P. Location	Capacity of Sidings	Other Tracks	Office Open Sundays	FIRST CLASS	SECOND CLASS		
Daily Mdse.	Daily Mdse.	Daily Ex. Sunday Passenger										Daily Ex. Sunday Passenger	Daily Mdse.	Daily Mdse.	
70	70-A	12										11	73	73-A	
A.M. L 8-45		A.M. L 7-14	Continuous	B.R.W. Y.Yd.		..... CONCORD	120.22		Yard	102	Continuous	P.M. A 7-01		P.M. A 5-20
		f 7-20	No Office	F.	4.53	..... JOY PRAIRIE	115.69	4.44		8	No Office	f 6-55		
					10.29	..... Wabash Crossing (Interlocked)	109.93	10.15						
		s 7-30	Continuous	Yd.	10.49	..... JACKSONVILLE	109.73	10.25	Yard	106	Continuous	s 6-45		
					10.59	..... C. & A. Crossing (Interlocked)	109.63	10.36						
		s 7-39	No Office		17.40	..... PISGAH	102.82	17.32		17	No Office	f 6-35		
		s 7-49	7:30 a.m. to 4:30 p.m.	W.	22.59	..... FRANKLIN	97.63	22.53		43	No Office	s 6-27		
		s 7-59	6:30 a.m. to 10:30 p.m.		28.46	..... WAVERLY	91.76	28.76		45	6:30 a.m. to 10:30 p.m.	s 6-17		
		s 8-08	7:00 a.m. to 4:00 p.m.		34.88	..... C. S. & St. L. Crossing (Interl.)	85.34	35.38	84	24	No Office	s 6-07		
		s 8-17	8:00 a.m. to 5:00 p.m.	B.C.W. Y.Yd.	39.79	..... LOWDER	80.43	40.19	Yard		No Office	s 5-58		
					42.08	..... VIRDEN	78.14	42.48		16				
					43.48	..... I. T. Crossing (Auto. Interl.)	76.74	44.47						
		s 8-25	Continuous		43.68	..... C. & A. Crossing (Interlocked)	76.54	44.67		76	Continuous	s 5-49		
		f 8-33	No Office	F.	47.82	..... GIRARD	72.40	48.81		7	No Office	f 5-40		
		s 8-40	No Office		52.08	..... McVEY	68.14	53.08	95	22	No Office	s 5-32		
		s 8-49	No Office	F.	56.98	..... ATWATER	63.24	57.96		24	No Office	s 5-25		
10-30		s 9-00	8:00 a.m. to 12:00 M.n.	B.K. T.W.Yd.	63.27	..... BARNETT	56.95	64.25	Yard		No Office	s 5-15		3-25
					63.47	..... LITCHFIELD	56.75	65.25						
					64.47	..... C.C.C. & St.L. Crossing (Interl.)	55.75	65.35						
10-45		s 9-12	No Office	F.	71.18	..... Wab. and I. C. Crossing (Interl.)	49.04	72.06	150	10	No Office	s 5-03		3-10
					76.98	..... WALSHVILLE	43.24	77.96		50	Continuous	s 4-56		3-00
10-55		s 9-22	Continuous		80.73	..... N.Y.C. & St.L. Crossing (Interl.)	39.49	81.80		23	No Office	s 4-47		
		s 9-28	No Office	F.	84.07	..... SORENTO	36.15	85.13	105	10	No Office	f 4-42		
		f 9-34	No Office	C.W.	89.06	..... RENO	31.16	90.25			No Office	f		
		f	No Office		91.99	..... AYERS	28.23	93.19		31	Continuous	s 4-33		
		s 9-45	Continuous		97.10	..... DURLEY	23.12	98.29		23	No Office	s 4-24		
		s 9-54	No Office	F.	101.11	..... P. R. R. Crossing (Interlocked)	19.11	102.81		28	No Office	s 4-17		
		s10-01	No Office	F.	103.33	..... SMITHBORO	16.89	104.54		22	No Office	s 4-13		
		s10-06	7:45 a.m. to 4:45 p.m.	W.	107.57	..... HOOKDALE	12.65	109.78		20	No Office	s 4-07		
		s10-13	No Office	F.	113.72	..... TAMALCO	6.50	114.92		26	Continuous	s 3-58		P.M. A 2-55
	A.M. L11-35	s10-22	Continuous		119.82	..... SHATTUC	0.40	120.96	Yard		Continuous	3-48	L 1-25 P.M.	L 2-30 P.M.
P.M. A12-30 P.M.	A11-55 A.M.	10-33	Continuous	C.B.K. R.O.T. Yd.	120.22	..... B. & O. Crossing (Interlocked)		121.42	Yard		No Office	L 3-45 P.M.		
		A10-37 A.M.	No Office	B Yd.		..... CENTRALIA YARD								
Daily	Daily	Daily Ex. Sunday				..... Southern Ry. Jct.							Daily	Daily
3:45 31.9	0:20 19.5	3:23 35.7				..... CENTRALIA							3:16 37.1	3:55 30.6
						SCHEDULED TIME									
						AVERAGE MILES AN HOUR									

FOOTNOTES ON PAGE 7.

Concord and Centralia—Sub-division

BEARDSTOWN DIVISION.

TIME TABLE No. 1.

EFFECTIVE JUNE 2, 1940.

FOOTNOTES

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.

Rules D-251, D-252, D-254, in effect between Concord and Litchfield, and between Sorento and Centralia Yard.

Rule 318-B in effect between Concord and Centralia.

Double Track: Concord to Litchfield; Sorento to south crossover, Crooked Creek Bridge M. P. 119.27.

Single Track: Litchfield to Sorento; south crossover Crooked Creek Bridge M. P. 119.27 to south end Centralia Yard M. P. 121.33.

Spring switch at end of double track Litchfield. Normal position is for northward trains.

No train order signal at Centralia Yard, Conductors and Enginemen must have Clearance Form A.

No train order signal southward at Litchfield. Conductors and Enginemen must have Clearance Form A when operator on duty.

No train order signal northward at Sorento, Conductors and Enginemen must have Clearance Form A.

Local Extra leaves Beardstown 7:00 a. m. Monday, Wednesday and Friday. Carries passengers Concord to Litchfield.

Local Extra leaves Litchfield 7:30 a. m. Tuesday, Thursday and Saturday. Carries passengers Litchfield to Concord.

Normal position Southern Ry. junction switch, Centralia Yard is for Southern Ry. main track. Southern Ry. westward trains will cross over from the northward track to main track at cross-over north of McCord Street, Centralia.

Normal position of main track switch at south end of Centralia Yard is for freight yard lead.

No. 70-A leaves North St. Louis daily, 8:00 a. m. for Shattuc.
No. 73-A arrives North St. Louis daily, 8:00 p. m. from Shattuc.

Zeigler Jct. and Zeigler—Sub-division

BEARDSTOWN DIVISION.

TIME TABLE No. 1.

EFFECTIVE JUNE 2, 1940.

SOUTHWARD				STATIONS	Distance from Zeigler	Capacity of Sidings	Office Open	NORTHWARD			
FIRST CLASS								FIRST CLASS			
		Daily Ex. Sunday Passenger	Daily Ex. Sunday Passenger							Daily Ex. Sunday Passenger	Daily Ex. Sunday Passenger
		4	2	Signs	Distance from Zeigler Jct.			1	3		
		P.M. L 2.05	P.M. L12.10	Yd.	.0	.....ZEIGLER JCT.....	2.65	Yard	No Office	P.M. A12.25	P.M. A 2.20
		A 2.12 P.M.	A12.17 P.M.	Yd. K	2.65	.....ZEIGLER.....	.0	Yard	No Office	L12.18 P.M.	L 2.13 P.M.
		Daily Ex. Sunday	Daily Ex. Sunday							Daily Ex. Sunday	Daily Ex. Sunday

TRAINS SOUTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS NORTHWARD.

Horton and West Frankfort—Sub-division

BEARDSTOWN DIVISION.

TIME TABLE No. 1.

EFFECTIVE JUNE 2, 1940.

NORTHWARD				STATIONS	Distance from West Frankfort	Capacity of Sidings	Office Open	SOUTHWARD			
FIRST CLASS								FIRST CLASS			
		Daily Ex. Sunday Passenger	Daily Ex. Sunday Passenger							Daily Ex. Sunday Passenger	Daily Ex. Sunday Passenger
		3	1	Signs	Distance from Horton			2	4		
		P.M. L 1.28	P.M. L12.33	Y.	.0	.....HORTON.....	3.61	Yard	No Office	P.M. A 1.00	P.M. A 1.55
		s 1.34	s12.40	B.R.K. W.Y.Yd.	1.51	..WEST FRANKFORT YARD..	2.10	Yard	No Office	s12.53	s 1.50
		A 1.41 P.M.	A12.46 P.M.		3.61	..C. & E. I. Crossing (Grade).. .....WEST FRANKFORT.....	.0	Yard	No Office	L12.47 P.M.	L 1.43 P.M.
		Daily Ex. Sunday	Daily Ex. Sunday							Daily Ex. Sunday	Daily Ex. Sunday

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.

All trains and engines entering Centralia and Herrin Sub-division main track at Horton must obtain permission from train dispatcher before moving in either direction from Horton.

Nos. 1, 2, 3 and 4 must come to full stop before proceeding over State Highway crossings between Horton and West Frankfort.

Centralia and Herrin—Sub-division.

BEARDSTOWN DIVISION.

TIME TABLE No. 1.

EFFECTIVE JUNE 2, 1940.

SOUTHWARD				Office Open Week Days	Signs	Distance from Concord	STATIONS	Distance from Herrin	M. P. Location	Capacity of Sidings	Other Tracks	Office Open Sundays	NORTHWARD				
SECOND CLASS	FIRST CLASS		Daily Ex. Sunday Mds.										Daily Mds.	Daily Ex. Sunday Passenger	FIRST CLASS		SECOND CLASS
															Daily Ex. Sunday Passenger	Daily Mds.		Daily Ex. Sunday Mds.
68	14	12	11	15	71												
A.M. L 2:00					B.C.K.O R.T.W. Yd.	119.82	..... CENTRALIA YARD Southern Ry. Jct. 0.40	53.30	120.96	Yard	Yard	Continuous			A.M. A10:00	
	P.M. L 1:45	A.M. L11:00			B.K.R. Yd.	120.22	..... CENTRALIA 0.88	52.90	121.42	Yard	Yard	No Office	P.M. A 3:40	P.M. A12:20		
						121.10	..... Mo.-Ill. Crossing (Interlocked) 0.30	52.02	122.30							
						121.40	..... Ill. Cent. Crossing (Interlocked) 0.10	51.72	122.60							
						121.50	..... Southern Ry. Jct. (Interlocked) 6.59	51.62	122.70							
	2:06	f11:10			F.W.	128.00	..... CRAVAT 7.29	45.03	129.30		14	No Office	f 3:25	12:01 P.M.		
	2:15	s11:22				135.38	..... L. & N. Crossing (Interlocked). WOODLAWN 8.09	37.74	136.62		39	Continuous	s 3:13	11:50		
	2:26	s11:33			W.	143.47	..... Mo. Pac. Crossing (Interlocked) WALTONVILLE 8.60	29.65	144.64		125	No Office	s 3:01	11:38		
	2:38	s11:46			C.W.Y. Yd.	152.07	..... SESSER 4.44	21.05	153.23	Yard	Yard	No Office	s 2:47	11:25		
		f11:53			F.W. Yd.	156.51	..... VALIER MINE 1.00	16.61	157.42	Yard	Yard	No Office	f 2:37			
		s11:55 P.M.			Yd.	157.51	..... VALIER 2.86	15.61	158.71		8	No Office	s 2:35			
	2:50	s12:02			B.C.K. W.Y. Yd.	160.37	..... Ill. Cent. Crossing (Interlocked) CHRISTOPHER 3.28	12.75	161.57	Yard	Yard	Continuous	s 2:29	11:13		
4:15	2:55	s12:10 12:25			Yd.	163.65	..... ZEIGLER JCT. 0.10	9.47	164.76		75	No Office	s 2:20 2:05	11:08	6:10	
						163.75	..... Mo. Pac. Crossing (Auto. Interl) 2.30	9.37	165.00							
4:25	3:00	f12:30			W. Yd.	166.05	..... CAMBON 1.70	7.07	167.44	125	19	No Office	f 1:58	11:04	6:05	
	3:03	s12:33 1:00			F. Yd.	167.75	..... HORTON 1.50	5.37	168.73			No Office	s 1:55 1:28	11:01	5:50	
		s 1:04			F. Yd.	169.25	..... FREEMAN 2.27	3.87	170.71	Yard	Yard	No Office	s 1:25		5:40	
A 4:45 A.M.	A 3:10 P.M.	s 1:09			R.C.K.R W.Y.Yd.	171.52	..... HERRIN JCT. 1.20	1.60	173.01	Yard	Yard	No Office	s 1:19	L10:55 A.M.	L 5:30 A.M.	
						172.72	..... Mo. Pac. Crossing (Grade) 0.40	0.40	174.21							
		A 1:14 P.M.			R.Y. Yd.	173.12	..... HERRIN		174.34	Yard	16	No Office	L 1:15 P.M.			
Daily	Daily	Daily Ex. Sunday											Daily Ex. Sunday	Daily	Daily Ex. Sunday		
2:45 19.1	1:25 36.5	2:14 29.1					..... SCHEDULED TIME AVERAGE MILES AN HOUR						2:25 27.3	1:25 36.5	4:30 11.5	

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD EXCEPT No. 68 IS SUPERIOR TO No. 71 ZEIGLER JCT. TO HERRIN JCT., AND No. 12 IS SUPERIOR TO No. 11, ZEIGLER JCT. TO HERRIN.

Double Track: South end Centralia Yard, M. P. 121.33, to Zeigler Jct. Rules D-251, D-252, D-254 and 318-B in effect between Centralia and Zeigler Jct. Rule 318-B in effect between Zeigler Jct. and Herrin Jct.

Spring switch at end of double track, Zeigler Jct. Normal position is for northward trains.

Spring switch at north end of siding, Cambon.

No. 68 will carry revenue passengers for Sesser and Christopher.

All trains and engines entering Centralia and Herrin Sub-division main track at Horton must obtain permission from train dispatcher before moving in either direction from Horton.

Trains and engines must move at restricted speed between south end of lead and Zeigler station.

Normal position of main track switch at south end of Centralia Yard is for freight yard lead.

Normal position Southern Ry. junction switch Centralia Yard is for Southern Ry. main track. Southern Ry. westward trains will cross over from the northward track to main track at crossover north of McCord Street, Centralia.

Normal position of switch Herrin Jct. is for Herrin Jct. and Paducah Sub-division.

No train order signal Herrin Jct. and Centralia Yard. Conductors and Enginemen must have Clearance Form A when operator on duty.

No. 71 Herrin Jct. to Centralia Yard does way freight work, Monday, Wednesday and Friday.

Herrin Jct. and Paducah—Sub-division

BEARDSTOWN DIVISION.

TIME TABLE No. 1.

EFFECTIVE JUNE 2, 1940.

SOUTHWARD				Office Open Week Days	Signs	Distance from Concord	STATIONS					Distance from Paducah	M. P. Location	Capacity of Sidings	Other Tracks	Office Open Sundays	NORTHWARD		
FIRST CLASS							FIRST CLASS												
			Daily Mdse.																
			14														15		
			P.M. L 3.10	7:30 a.m. to 4:30 p.m.	B.C.K. R.W.Y. Yd.	171.52	.....	HERRIN JCT.	.....	68.47	173.01	Yard	Yard	No Office			A.M. 10.55		
			3.55	9:00 a.m. to 6:00 p.m.	R.	186.17	.....	14.64 NEILSON	.....	53.82	187.39	58	12	9:00 a.m. to 6:00 p.m.			10.30		

Trains between Neilson and W. V. Tower are governed by rules and time table of C. & E. I. R. R.

			4.15	8:40 a.m. to 5:40 p.m.	R.	201.90	.....	W. V. TOWER	.....	38.09				8:40 a.m. to 5:40 p.m.			9.45		
				No Office	F.W.	209.13	.....	7.23 C.C.C. & St. L. Cross (Auto. Interl)	.....	30.86	210.52	46	33	No Office			9.30		
			4.40	No Office	F.	215.36	.....	6.23 MERMET	.....	24.63	216.05	41	24	No Office			9.18		
				No Office	F.	220.32	.....	4.96 CHOAT	.....	19.67	220.99		20	No Office					
			5.00	No Office	Yd.	225.12	.....	4.80 C. B. & Q. JCT.	.....	14.87	225.79	Yard	Yard	No Office			8.58		

Trains between C. B. & Q. Jct. and Paducah are governed by rules and time table of P. & I. R. R.

			s 5.05	Continuous	B.C. O. R.W.Y. Yd.	226.11	.....	METROPOLIS	.....	13.88	226.87	Yard	Yard	Continuous			8.55		
			A 6.00 P.M.	Continuous	B.C.K. R.T.W. Yd.	239.99	.....	13.88 PADUCAH	.....			Yard	Yard	Continuous			L 8.30 A.M.		
			Daily														Daily		
			2:50 24.2					.....	SCHEDULED TIME								2:25 28.3		
								.....	AVERAGE MILES AN HOUR										

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.

Rule 318-B in effect.

Rule 907 in effect between Herrin Jct. and Neilson; W. V. Tower and C. B. & Q. Jct.

Normal position of switch Herrin Jct. is for Herrin Jct. and Paducah Sub-division.

Local extra leaves Herrin Jct., 7:45 a. m. daily, except Sunday.

Local extra leaves Metropolis 2:00 p. m., daily, except Sunday.

Will carry passengers between Herrin Jct. and Metropolis, except locally between Neilson and W. V. Tower.

No train order signal W. V. Tower governing southward trains; Conductors and Enginemen must have Clearance Form A when operator on duty.

No train order signal Neilson governing northward trains; Conductors and Enginemen must have Clearance Form A when operator on duty.

No train order signal Herrin Jct. Conductors and Enginemen must have Clearance Form A when operator on duty.

No train order signal P. & I. depot, Metropolis, governing northward trains; Conductors and Enginemen must have Clearance Form A.

SPEED RESTRICTIONS.

When a distant signal is displaying a restricting indication, trains must reduce speed at once and move at restricted speed until the indication of the next governing signal can be determined.

Enginemen handling light engines must approach all hazardous road crossings where view is obscured, prepared to stop.

Light engines: Maximum speed authorized for freight trains, except must not exceed 35 miles an hour.

Passenger trains handled by single-engine-truck freight engines must not exceed maximum speed authorized for freight trains unless otherwise provided in sub-division speed restrictions or by train order.

Gas-electric motor cars may operate on the various sub-divisions at maximum speed authorized for passenger trains. On branch lines when steam is substituted for motor service, speed must be reduced 10 miles an hour below authorized speed for motor trains.

Passenger trains handling freight equipment must not exceed speed authorized for freight trains.

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
ALL SUB-DIVISIONS		
All crossovers and turnouts not otherwise specified . . .	10	10
M-4-A engines through crossovers	4	4
Handling clam shells, pile drivers, steam shovels:		
Main line		30
Branch line		20
Handling steam derricks:		
Main line		25
Branch line		20
(See Special Instructions 5.)		
Handling scale test cars (must be handled next to way car with air coupled):		
Main line		25
Branch line		15
Engines with driving boxes blocked up:		
M-2, M-2-A, M-4-A:		
No. 1 or No. 5 driving box	20	20
No. 2, 3 or 4 driving box	25	25
O-3, O-1, O-1-A, R-4-5:		
Front or rear driving box	25	25
Middle driving box	30	30
P-2, P-6, P-6-A:		
Either driving box	35	35
Engines under steam disconnected on one side with main rod down:		
Main line	25	25
Branch line	20	20
RIO AND BEARDSTOWN SUB-DIVISION		
Maximum speed:		
Rio-Bushnell	35	20
Bushnell-Beardstown	45	40
M-2 engines		30

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
RIO AND BEARDSTOWN SUB-DIVISION —Concluded		
Loaded tank cars		20
Over all street crossings at Monmouth	8	8
Over street crossings Vermont		15
Over crossings at Browning		8
Southward Bader to Browning	30	20
Over Illinois River Bridge Beardstown	15	15
On West track Beardstown and Vermont between MP 130.75 and MP 131.10		10
Engines running backward:		
Rio-Bushnell	10	10
Bushnell-Beardstown	20	20
BEARDSTOWN AND ST. LOUIS SUB-DIVISION		
Maximum speed	45	40
Beardstown-Concord, M-2 engines		30
Through turnouts, end of double track Arenzville and Gibbs	25	25
Over switches Beardstown yard office	20	
Northward Gibbs to Arenzville	30	15
Through turnout from East Alton line at Concord	25	25
Between home signals Chapin	20	20
Between MP 95.25 and MP 96.25	30	30
Southward on reverse curves between MP 84.20 and MP 83.35	30	30
Northward on reverse curves between MP 83.35 and MP 84.20	30	15
Head end of trains over the two C. & A. crossings be- tween West Roodhouse and White Hall	20	20
Through White Hall	20	20
Around curve Plaza station	25	25
Over C. & A. crossing, MP 38.61	35	25
Engines running backward	20	20
CONCORD AND CENTRALIA SUB-DIVISION		
Maximum speed	45	40
M-2 engines		30
C. & A. and Wabash crossings, Jacksonville	10	10
Engines must be moved carefully on Jacksonville house and industry tracks		4
Over public street crossings just south of Waverly Depot	20	15
Head end of trains over I. T. Crossing, MP 42.48	20	20
C. C. & St. L., Wabash and Illinois Central crossings, Litchfield	40	40
Through turnouts at end of double track Litchfield and Sorento	25	25
M-2 and M-4-A engines using Wabash Connection at Litchfield and stock track Virden will do so at slow speed		
Over three street crossings at Keyesport	20	20
Engines running backward	20	20

SPECIAL INSTRUCTIONS—Concluded

Track between I. C. R. R. yards and C. B. & Q. Jct., Metropolis, is used by I. C. R. R. trains and engines as prescribed by Rule 93.

Engines heavier than O-1-A must not pass elevator on house track, Piasa.

Engines heavier than O-1-A must hold onto sufficient cars to avoid engine entering turn-out to north leg of Big Four Wye, East Alton.

M-4-A engines must not go beyond loading dock on Wabash transfer, Jacksonville.

M engines must not operate south of marker post, 5000 feet south of Herrin Jct.

Account sharp curvature off the Metropolis Main Line, M-2 and M-4-A engines entering Herrin Jct. yard from south must use the Herrin Main Line as a lead.

M-4-A engines must not use:

Epperson, house track.

Adair, elevator spur.

Table Grove, all house and industry tracks.

Vermont, P. R. Johnston Mill track.

Astoria, storage track beyond clearance point.

Frederick, house track.

Arenzville, elevator track.

Jacksonville, house track.

Waverly, wye connections.

Lowder, elevator track.

Viriden, wye and house track.

Girard, siding.

Cravat, house track.

Waltonville, house track.

Sesser, north and south house tracks.

Christopher, No. 2 storage track.

M-4-A engines must not go beyond white post adjacent to following tracks:

Adair, house track.

Arenzville, house track.

Pisgah, house and industry tracks.

Franklin, house track.

Waverly, house and industry tracks.

Girard, house track.

Atwater, elevator track.

Barnett, house track.

Smithboro, house track.

Hookdale, house track.

Tamalco, house track.

Two C. & A. crossings between West Roodhouse and Whitehall; I. T. crossing south of Viriden; C. C. & St. L. crossing, Foreman and Mo. Pac. crossing, Zeigler Jct. are protected by automatic interlocking signals.

Normal indication of home signal is stop. Distant signal indicates restricted speed. When a train is stopped by home signal and no conflicting train movement is evident, a trainman shall proceed to the crossing and operate release marked C. B. & Q. located at crossing.

After time interval has elapsed, signal will clear automatically. In case the operation does not clear the signal, trains may proceed over crossing under protection.

4. When a train is to be advanced as prescribed by Rule 925, the engineman will, in acknowledgment of the signal, sound two long blasts of the whistle, as provided in Rule 14 (b).

5. Derricks, steam shovels, ditchers, draglines, rail loaders and other similar equipment loaded on flat or other open-top cars with booms connected and handled in freight or mixed trains must have booms trailing and securely fastened. Cars loaded with such equipment, when picked up at intermediate stations and not properly turned, must be turned at first point where facilities are available to effect trailing position of booms.

When this equipment is moving in freight or mixed trains upon its own wheels, the boom must be disconnected and loaded so as to be entirely free of swinging features. Steam wrecking derricks and bridge derricks, having specially designed idler cars, are excepted from requirements of this rule.

6. Conductors must report by wire storms or conditions that may render track unsafe and will tie up their trains when in their judgment it is unsafe to proceed.

7. Rule 914 in Book of Rules of Operating Department is modified to read 4,000 feet instead of 3,000 feet.

8. Track centers at the C. & A. overhead crossing north of Franklin are only 12 feet, 6½ inches. The cabs of M-4-A engines are 11 feet, 1 inch wide. This leaves a clearance of 1 foot, 5½ inches between the windows of the cabs when two engines pass this point. The engines are 11 feet, 2¼ inches wide across the cylinders. At that point there will be a clearance of 1 foot, 3¼ inches between passing engines which is insufficient to clear a man standing between the tracks.

Enginemen must use caution in not exposing their heads or bodies outside the cab at this point.

Track men and others must know that two engines will not clear a man between the tracks at this point.

9. Rule 93 applies to all mine spurs and mine tracks regardless of whether or not they are in yard limits as crews are liable to find cars on these spurs or tracks and they must proceed only as the way is seen and known to be clear.

10. Spring Switches are designated by a round target bearing the letter S. Facing point movements over spring switches are protected by automatic home block signal. When signal indicates "Stop," trains may proceed on hand signal after switch has been examined and points found to fit properly. Trains trailing through switch may do so without opening or closing it. When sand or snow is blowing the switch points must be cleared before tralling move is made through switch. When tralling through switch and train is stopped before movement is complete, backward movement must not be made until switch is set and secured in proper position. When switch is opened by hand it must be closed by hand. Sand must not be used over spring switches. Drop switch will not be made over spring switches unless specifically authorized.

11. When under Rule 951 operators are instructed to handle switches for a train they must be available immediately to do so. They will maintain a position where they may be seen by the conductor and will advise him of their intention to handle switches for his train. After so advising the conductor, the operator will be responsible for the return of switches to normal position after train has passed.

12. Train orders addressed to motor trains handling trailer, and two car branch line steam passenger trains handling blind baggage cars, must be delivered by Operator to Baggage man in addition to Conductor and Engineman.

13. When occupied outfit cars are set out of a train at a station, or on a track between stations; or when moved from one track to another at a station, the conductor must notify the Chief Dispatcher from the first available point of communication, giving information as to the track on which the occupied outfit cars were left.

14. Under Rule 103, when cars are pushed by an engine over public crossings at grade, not protected by a watchman or gates, a member of the crew must protect the crossing, unless the move is made under Rule 1012.

15. Grade signals changed from the aspects and instructions shown on pages 88 and 89 of Rules of the Operating Department by replacing the yellow roundels in semaphores with red roundels, the blades red and white instead of yellow and black, and in color light signals one yellow roundel changed to red. Trains may pass grade signal displaying restrictive indication at ten miles an hour instead of five, and be governed by Rule 509-A or 509-B.

16. When two or more engines are used on any train, the brakes must be operated from the leading engine; all other brake valves must be cut out. If the leading engine is detached enroute, for any reason, a test as outlined below must be made after the engine is recoupled.

The train must be recharged, then the train brakes must be applied and released; a trainman at the rear of the train must see that the brakes apply and release on the rear cars and that the brake pipe pressure is being restored on the caboose gauge before giving a proceed signal.

In case the following engine or engines are coupled immediately behind the first engine, the engineman on the first engine must assure himself that the brake valves on the following engine, or engines, are properly cut out before proceeding.