

S A F E T Y



F I R S T

Illinois Terminal R. R. Company

Illinois Traction Division

TIME TABLE No. 13

**EFFECTIVE
SUNDAY, APRIL 27, 1941**

At 12:01 A. M.
(Central Standard Time)

Superseding All Previous Time Tables

This Time Table is for the Government and Information of Employes only, and the Company reserves the right to vary from it as circumstances may require. Note general change in time. Study rules and table carefully.

**NOTE CAREFULLY SPECIAL RULES ON PAGES
20, 21, 22, AND 23.**

A. P. TITUS, President & Gen'l Mgr. - - - - St. Louis, Mo.
L. B. MARTIN, General Superintendent - - Springfield, Ill.
C. F. HANDSHY, Inspector of Transportation - St. Louis, Mo.
O. C. GENUNG, Train Master - - - - - Springfield, Ill.
C. NAFFZIGER, Asst. Train Master - - - - Decatur, Ill.
J. H. MORRIS, Chief Dispatcher - - - - - Springfield, Ill.
C. E. COONS, Terminal Train Master - - - - St. Louis, Mo.

HUSTON-PATTERSON CORPORATION, DECATUR, ILL.

Our success in patronage depends largely on the service we render the public. There are few Electric roads still operating. We are improving our Equipment, roadway & track, spending more than what sometimes seems justified in order to render this service. The important part, however, and which costs nothing, is Courtesy in dealing with the public, impressing on them the fact that we are glad to have them ride and patronize the railroad, therefore I beseech your constant and helpful Cooperation towards this end, which I shall greatly appreciate

A. P. Titus

R. M. SUTTON, Chief Surgeon, Peoria, Ill.
LOCAL PHYSICIANS AND SURGEONS

Auburn S. P. Hart Benld D. J. Zerbolio Bloomington F. W. Brian W. W. Gailey, O.-A. Buffalo O. E. Black Carlinville E. R. Chamness Cerro Gordo A. O. Trimmer Champaign C. G. Appelle C. H. Spears, O.-A. Chatham M. M. Bradley Clinton B. M. Pugh Danvers C. E. Wittenberg Danville M. L. Hole H. F. Hooker L. L. Steiner, O.-A. H. E. Baldwin, O.-A. Decatur A. F. Goodyear O. Wilhelm C. M. Jack, Consultant N. L. Bourne, O.-A. East Peoria F. L. Stiers Edwardsville E. Wahl J. A. Hirsch Fithian E. F. Dietrich Forsyth L. N. Lindsey	Gillespie P. B. O'Connell H. A. Engh E. F. Sullivan Girard H. A. Finney Granite City H. P. Reuss R. W. Binney L. D. Darnier M. Hamm O. K. Kaylor, O.-A. P. L. Noggle, O.-A. Heyworth F. L. Wakefield Illipolis H. B. Willcockson V. E. Stanford Lincoln W. B. Perry E. C. Gaffney F. C. Houser, O.-A. Mackinaw H. D. Fast Madison David Friedman Maroa C. M. Wood Monticello C. M. Bumstead Morton C. A. Cox Muncie O. W. Michael Niantic R. Pope Oakley E. E. Clark Oakwood W. T. Snider Ogden T. L. Agnew	Peoria R. M. Sutton H. E. Cooper, Cons'l't J. F. Duane, O.-A. W. C. Williams, O.-A. Riverton C. McMahon J. H. Smith St. Joseph P. C. Casto St. Louis A. Gundlach F. C. Brooks S. B. Westlake, Aurist W. M. James, Oculist V. L. Jones, Oculist Springfield R. E. Smith F. P. Cowdin A. L. Hagler, O.-A. J. F. Deal, O.-A. A. E. Walters, O.-A. Staunton A. H. Hunter A. C. Goff E. F. Sullivan Union T. L. Hutton, Hartsburg, Ill. Urbana L. T. Gregory Venice J. R. Chalfin Virden S. M. Blunk White Heath W. N. Sievers Williamsville J. M. Shearl Worden C. E. Dorr
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LIST OF THROUGH TRUSS AND OTHER NON-CLEARANCE BRIDGES AND SUBWAYS

Location	Structures	Overhead Clearance From Top of Rail	Side Clearance from Track Center
Peoria	Illinois River Draw Bridge	17' 6"	5' 11"
Mackinaw	Mackinaw River Thru Bridge	18' 6"	6' 9"
Mackinaw	Penn R. R. Subway	16' 1"	8' 9"
Mackinaw	C.C.C.&St.L.R.R. Subway	16' 1"	8' 9"
Mackinaw	Highway Subway	16' 11"	8' 5"
Wilmert	Sugar Creek Thru Bridge	18' 10"	7' 0"
Lincoln	Kickapoo Creek Thru Bridge	16' 8"	7' 0"
Sherman	Sangamon River Thru Bridge	17' 10"	7' 0"
Springfield	I.C.R.R. Subway	16' 7"	8' 10"
Springfield	Fox Road Subway	17' 0"	23' 5"
Springfield	C.&A.R.R. Thru Bridge	18' 1"	6' 5"
Springfield	C.&A.R.R. Subway	16' 3"	11' 5"
Auburn	Panther Creek Thru Bridge	18' 10"	7' 2"
Thayer	Sugar Creek Thru Bridge	18' 3"	8' 0"
Carlinville	C.&A.R.R. Subway	16' 3"	6' 2"
Carlinville	Macoupin Creek Thru Bridge	17' 0"	6' 3"
Worden	Wabash Ry. Subway	16' 7"	10' 2"
Worden	C.C.C.&St.L.R.R. Subway	17' 2"	11' 5"
Edwardsville	Prickett Ave. Subway	17' 3"	14' 2"
Edwardsville	T.St.L.&W.R.R. Subway	20' 4"	8' 10"
Edwardsville	Highway Subway	19' 7"	8' 5"
Edwardsville	Cahokia Creek Thru Bridge	16' 2"	6' 2"
Madison	McCambridge Thru Bridge	17' 6"	7' 6"
Venice	T.&E. High Line	18' 8"	8' 0"
Venice	McKinley Bridge Thru Bridge	17' 4"	6' 7"
St. Louis	McKinley Bridge to Branch St.	17' 9"	8' 2"
St. Louis	Howard to Branch Elevated	17' 6"	8' 2"
St. Louis	Cass to Lucas Subway	17' 2"	8' 6"
Bloomington	L.E.&W.R.R. Subway	15' 3"	13' 10"
Bloomington	C.&A.R.R. Subway	14' 9"	12' 7"
Heyworth	Highway Subway	15' 11"	9' 0"
Clinton	I.C.R.R. Subway	15' 10"	7' 10"
Clinton	Salt Creek Thru Bridge	16' 9"	7' 2"
Maroa	Penn R.R. Subway	15' 10"	14' 8"
Riverton	Sangamon River Thru Bridge	17' 4"	8' 0"
Decatur	Wabash Ry. Subway	16' 1"	7' 0"
Decatur	I.C.R.R. Subway	17' 0"	8' 10"
Decatur	I.C.R.R. Penn R.R. Subway	16' 7"	8' 7"
Decatur	Wabash Ry. Staley Subway	17' 7"	8' 0"
Muncie	Stoney Creek Thru Bridge	18' 1"	7' 1"

Conductors must not attempt to handle cars through these bridges where the lading is in excess of clearance indicated.

Arrangements with the Following Hospitals

BLOOMINGTON Brokaw St. Joseph's The Mennonite	DANVILLE The Lake View St. Elizabeth DECATUR St. Mary's Decatur Macon Co.	PEORIA Methodist John C. Proctor St. Francis
CARLINVILLE Macoupin	GRANITE CITY St. Elizabeth	SPRINGFIELD St. John's Springfield
CHAMPAIGN Mercy Burnham	LINCOLN Deaconess St. Clara's	ST. LOUIS De Paul St. John's
CLINTON The John Warner	LITCHFIELD St. Francis	URBANA Burnham

STATION NUMBERS AND MILEAGE OF SIDINGS, SPURS AND CONNECTIONS NOT SHOWN ON THE TIME TABLE

Station No.	Miles
Branch St. ....A2	
Broadway (Bremen Ave.)...A2	
Venice Jct. ....A3	
Madison .....A5	
McKinley Junction .....A5	From Venice 1.7
Wabash Conn. Staunton....A38	From Sager 0.3
C.&N.W. Conn. Benld....A44	From Benld 0.5
Alton Siding .....A60	From Sheeps 0.8
C.&I.M. Conn. Auburn....A82	From Auburn 1.2
Wab. Conn. Harristown....530	
Spencer Kellogg tracks 1 & 2.542A	From Store Room..... 1.5
Spencer Kellogg tracks 3 & 4.542C	From Store Room..... 1.5
Staley Plant .....542B	
Swartz .....542	From Store Room..... 1.8
Archer Daniels Midland ...543	From Store Room..... 2.3
Decatur North Trains....BO	
North Jct. ....B0	From Decatur 2.1
Clinton Gas House.....B22	From Clinton 0.1
Green Siding .....B48	From Peoria 35.3
Santa Fe Conn. (Morton)..A163	From Peoria 9.4

Lincoln Water Co. ....A127	From Lincoln 1.5
Pecks Siding .....567	From Monticello 0.3
Johnsons Spur .....585	From Staley 0.9
Bonner Siding .....587	From Staley 1.9
Elm Siding .....588	From Staley 2.9
Champaign Frt. House....588A	From Staley 3.5
Champaign Pow. House....588A	From Staley 3.8
Washington Street .....589	From Staley 4.0
Wabash Conn. (Urbana)...590	From Urbana 0.1
Urbana Power House....590B	From Bailey 1.0
Urbana Frt. House....590B	From Bailey 1.2
U. of I. Tracks.....590B	From Bailey 2.0
Dolan .....616	From Danville 5.6
Wab. Conn. Tilton.....F2	From Danville 1.6

Ogden to State Road
OgdenE0
State RoadE3 Miles from Ogden 2.7
Mechanicsburg Jct. to Mechanicsburg
Mechanicsburg Jct.D0
MechanicsburgD3 From Mechanicsburg Jct. ... 3.1
Granite City Belt—From Hewitt Siding to Sulphur Yards. .75 Mile.

CARLINVILLE TO ST. LOUIS—Southern Division

Southward

SECOND CLASS				FIRST CLASS							Station Numbers	Miles from Springfield	Time Table No. 13	
201	205	203	207	99	97	95	93	91	31	89			EFFECTIVE April 27, 1941.	
St. Louis Freight	St. Louis Freight	St. Louis Freight	St. Louis Freight	Local	Limited	Limited	Limited	Limited	Local	Local			STATIONS	
Daily Ex. Sunday	Daily	Daily	Daily Ex. Monday	Daily	Daily	Daily	Daily	Daily	Daily	Daily				
2.33 PM	7.53 AM	2.41 AM	1.47 AM	10.14 PM	7.27 PM	4.22 PM	1.49 PM	10.10 AM	8.49 AM	5.33 AM	A59	42.8	CARLINVILLE (Y)	
2.46 ⁹⁴	7.56	2.45	1.57 ⁸⁸	10.17	7.30	4.24	1.51	10.12	8.51	5.36	A58	43.7	MOODY	
2.58	8.07	2.55	2.07	10.22	7.35	4.29	1.56	10.17	8.56 ²⁰²	5.41 ²⁰⁰	A55	47.4	DAVIS	
3.05	8.12	3.00	2.12	10.24	7.37	4.31	1.58	10.19 ⁰²	8.58	5.44	A53	49.0	LOVELESS	
3.11	8.16	3.05	2.16	10.26	7.39	4.33	2.00	10.21	9.00	5.47	A51	50.7	CLARK	
3.27	8.24 ²⁰²	3.12	2.23	10.30	7.43	4.37	2.03	10.24	9.04	5.51	A48	54.2	CAVENDER	
3.35	8.29	3.18	2.28	10.33	7.46	4.40	2.06	10.26	9.12	5.56 ⁰⁰	A47	55.0	GILLESPIE (Y)	
3.45	8.37	3.25	2.36	10.38	7.51	4.45	2.10	10.30	9.17	6.02	A45	57.4	BENLD	
3.53	8.42	3.30	2.46	10.40	7.53	4.47	2.13	10.31	9.20	6.06	A43	58.6	SAWYERVILLE	
4.04	8.52	3.40	2.56	10.45	7.58 ⁹⁸	4.52	2.18 ⁹⁴	10.36	9.25	6.13	A40	62.5	WALL	
4.09	8.57	3.44	3.00	10.48	8.01	4.55	2.21	10.38	9.33	6.17	A33	63.3	STAUNTON	
4.12	8.59	3.48	3.03	10.49	8.02	4.56	2.22	10.39	9.35	6.19	A39	63.6	SPRING ST. (Y)	
4.15	9.01	3.53	3.08	10.50	8.04	4.57	2.23	10.40	9.37	6.20	A38	64.3	SAGER	
4.26	9.09	4.01	3.16	10.55	8.09	5.01	2.27	10.44	9.45 ⁹²	6.26	A34	68.1	SUBWAY	
4.32	9.13	4.06	3.20	10.57	8.12	5.03	2.29	10.46	9.48	6.29	A33	69.4	WORDEN	
4.38	9.17	4.15 ²⁰⁰	3.25	11.00	8.15	5.06	2.32	10.48	9.51	6.32	A31	70.7	HERN	
4.44	9.21	4.23	3.29	11.02	8.17	5.08	2.34	10.50	9.54	6.35	A29	72.6	HAMEL	
5.11 ⁹⁶	9.35 ⁹²	4.29	3.36	11.05	8.20	5.11 ²⁰¹	2.37	10.53	9.57	6.39 ²⁰²	A27	75.1	MAPLE ROAD	
5.18 ⁹⁸	9.42	4.35	3.55 ²⁰⁰	11.08	8.23	5.14 ⁹⁸	2.40	10.56	10.01	6.46	A24	78.1	GRANEY	
5.50 PM	9.55 AM	4.45 AM	4.10 AM	11.14 ²⁰⁴	8.29	5.22	2.46	11.02	10.07	6.54	A20	81.7	EDWARDSVILLE	
				11.16	8.32	5.24	2.48	11.05	10.10	6.57	A20	82.4	BELL'S	
				11.18	8.33	5.25	2.49	11.06	10.12	6.58	A18	83.6	CENTER GROVE	
				11.23	8.38	5.31	2.55	11.12	10.18	7.05	A13	88.9	CHEMICAL	
				11.26	8.41	5.34	2.58	11.15	10.21	7.08	A10	91.8	HORSE SHOE	
				11.30	8.45	5.37	3.02	11.18	10.25	7.13	A8	94.2	HEWITT	
				11.34 ⁹⁸	8.48	5.40 ⁹⁰	3.05	11.21	10.30	7.18	A7	94.8	GRANITE CITY	
				11.55 PM	9.10 PM	6.00 PM	3.25 PM	11.40 AM	10.50 AM	7.45 AM	A0	102.1	A. ST. LOUIS	

Operations between St. Louis and Granite City will be governed by Current Granite City St. Louis Terminal Time Table and rules and special instructions contained therein.

ST. LOUIS TO CARLINVILLE—Southern Division

Time Table No. 13 EFFECTIVE April 27, 1941.	Miles from St. Louis	Siding Car Capacity	Northward										
			FIRST CLASS							SECOND CLASS			
			90	92	94	96	30	98	88	200	202	204	206
			Local	Limited	Limited	Limited	Local	Local	Local	Peoria Freight	Danville Freight	Peoria Freight	Decatur Freight
STATIONS			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday	
..CARLINVILLE (Y)	59.3	...	\$ 6.18 AM	\$ 10.29 AM	\$ 2.48 PM	\$ 6.03 PM	\$ 7.16 PM	\$ 8.27 PM	\$ 2.00 AM	5.54 AM	9.17 AM	1.08 AM	1.33 AM
..MOODY	58.4	20	6.14	10.27	2.46 ²⁰¹	6.01	7.13	8.25	1.57 ²⁰⁷	5.51	9.10	1.04	1.29
..DAVIS	54.7	32	6.08	10.22	2.41	5.56	7.08	8.20	1.50	5.41 ⁸⁹	8.56 ⁸¹	12.57	1.22
..LOVELESS	53.1	13	6.06	10.19 ⁰¹	2.39	5.54	7.06	8.19	1.47	5.28	8.35	12.54	1.19
..CLARK	51.4	38	6.04	10.14	2.37	5.53	7.04	8.17	1.44	5.24	8.32	12.51	1.16
..CAVENDER	47.9	32	5.59	10.10	2.33	5.49	7.00	8.13	1.39	5.16	8.24 ²⁰⁸	12.45	1.10
..GILLESPIE (Y) ..	47.1	...	\$ 5.56 ⁸⁹	\$ 10.08	\$ 2.30	\$ 5.47	\$ 6.58	\$ 8.11	\$ 1.35	5.10	7.52	12.40	1.05
..BENLD	44.7	31	\$ 5.47	\$ 10.03	\$ 2.25	\$ 5.42	6.53	8.06	1.29	5.00	7.42	12.30	12.55
..SAWYERVILLE ..	43.5	40	5.43	\$ 10.01	\$ 2.23	5.40	6.50	8.03	1.26	4.54	7.32	12.26	12.51
..WALL	39.6	53	5.38	9.56	2.18 ⁹³	5.35	6.45	7.58 ⁹⁷	1.20	4.44	7.22	12.16	12.41
..STAUNTON	38.8	...	\$ 5.34	\$ 9.53	\$ 2.14	\$ 5.33	\$ 6.42	\$ 7.53	\$ 1.16	4.39	7.17	12.12	12.37
..SPRING ST. (Y) ..	38.5	...	5.27	9.50	2.10	5.31	6.40	7.51	1.13	4.37	7.13	12.10	12.35
..SAGER	37.8	62	5.25	9.49	2.09	5.30	6.38	7.49	1.12	4.34	7.10	12.08	12.33
..SUBWAY	34.0	32	5.21	9.45 ⁸¹	2.05	5.26	6.34	7.44	1.06	4.24	7.00	11.58	12.23
..WORDEN	32.7	6	\$ 5.19	\$ 9.43	\$ 2.03	5.24	6.31	7.42	1.03	4.20	6.57	11.54	12.19
..HERN	31.4	38	5.16	9.40	2.00	5.22	6.28	7.39	12.59	4.15 ²⁰³	6.52	11.49	12.14
..HAMEL	29.5	20	5.13	\$ 9.38	\$ 1.58	5.20	6.26	7.37	12.56	4.11	6.47	11.45	12.10
..MAPLE ROAD ...	27.0	45	5.09	9.35 ²⁰⁵	1.55	5.18 ²⁰¹	6.23	7.34	12.52	4.04	6.39 ⁸⁹	11.38	12.03
..GRANEY	24.0	25	5.05	9.32	1.52	5.14 ⁹⁵	6.20	7.30	12.49	3.55 ²⁰⁷	6.20	11.30	11.55
..EDWARDSVILLE ..	20.4	...	\$ 4.56 ²⁰⁷	\$ 9.26	\$ 1.46	\$ 5.06	\$ 6.13 ²⁰¹	\$ 7.24	\$ 12.42	3.45 AM	6.10 AM 203	11.20 PM 99 206	11.45 PM 99 204
..BELL'S	19.7	25	4.50	9.24	1.44	5.04	6.11	7.21	12.38	.....	.....	.....	.....
..CENTER GROVE ..	18.5	22	4.48	9.23	1.43	5.02	6.09	7.19	12.35	.....	.....	.....	.....
..CHEMICAL	13.2	26	4.41	9.18	1.36	4.56	6.02	7.13	12.28	.....	.....	.....	.....
..HORSE SHOE ...	10.3	23	4.37	9.15	1.34	4.53	5.59	7.09	12.23	.....	.....	.....	.....
..HEWITT	7.9	...	4.33	9.10	1.30	4.50	5.56	7.05	12.18	.....	.....	.....	.....
..GRANITE CITY ..	7.3	...	\$ 4.30	\$ 9.08	\$ 1.28	\$ 4.48	\$ 5.53 ⁹⁵	\$ 7.03	\$ 12.15 ⁹⁹	.....	.....	.....	.....
L. ST. LOUIS	0.0	...	4.10 AM	8.50 AM	1.10 PM	4.30 PM	5.35 PM	6.45 PM	11.55 PM	.....	.....	.....	.....

Operation between Granite City and St. Louis will be governed by Current Granite City St. Louis Terminal Time Table and rules and special instructions contained therein.

SPRINGFIELD TO CARLINVILLE—Southern Division

Southward

Time Table
No. 13

EFFECTIVE
April 27, 1941.

SECOND CLASS				FIRST CLASS							Station Numbers	Miles from Springfield	STATIONS
207	201	205	203	99	97	95	93	91	31	89			
St. Louis Freight	St. Louis Freight	St. Louis Freight	St. Louis Freight	Local	Limited	Limited	Limited	Limited	Local	Local			
Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
²⁰³ 11.40 PM	⁹² 12.01 PM	5.40 AM	²⁰⁷ 12.35 AM	³⁰ 9.05 PM	6.16 PM	3.14 PM	12.45 PM	9.15 AM	⁹⁰ 7.40 AM	⁸⁸ 4.20 AM	A 101	0.0	L. SPRINGFIELD ..
11.46	12.07	5.46	12.41	9.09	6.20	3.17	12.48 ²⁰²	9.18	7.43	4.23 ²⁰⁶	A 101	1.0	EAST BELT (Y) ..
11.51	12.15 ²⁰²	5.51	12.46	9.12	6.24	3.21	12.52	9.21	7.47	4.27	A 101	2.8	B. & O. CONN.
11.52	12.20	5.53	12.47	9.15	6.28	3.24	12.55	9.24	7.50 ²⁰⁰	4.30	A 101	4.8	ALLIS
11.57	12.25	6.00	12.52	9.16	6.29	3.25	12.56	9.25	7.51	4.31	A 101	5.2	BAKERS
				9.18 ⁹⁸	6.32	3.28	12.58	9.27	7.54	4.34	A 101	6.4	JESS
12.03	12.32	6.07	12.58	9.21	6.34	3.30	1.00	9.29	7.56	4.36	A 94	8.4	HAWKS
12.06	12.37	6.11	1.01	9.23	6.36	3.33 ⁹⁴	1.02	9.30	7.58	4.38	A 93	9.6	WOODSIDE
12.10	12.42	6.15	1.05	9.26	6.39	3.36	1.04	9.32	8.00	4.40	A 91	11.5	LICK CREEK
				9.28	6.41	3.38	1.06	9.34	8.02	4.42	A 89	13.1	CHATHAM
12.14	12.47	6.20	1.09	9.29	6.42 ⁹⁶	3.39	1.07	9.35	8.03	4.44	A 88	13.7	CHATHAM SDG. ..
12.21	12.54	6.26	1.16	9.33	6.46	3.43	1.10	9.37	8.06	4.47	A 85	16.6	IRWIN'S PARK ..
12.26	1.12 ⁹³	6.32	1.21	9.35	6.49	3.45	1.12 ²⁰¹	9.39	8.08	4.50	A 84	18.4	LEFTON
12.28	1.20	6.35	1.23	9.37	6.50	3.47	1.14	9.40	8.09	4.51	A 83	19.1	AUBURN
12.35	1.25	6.50 ⁹⁰	1.30	9.40	6.53	3.50	1.17	9.43	8.12	4.55	A 81	21.1	SOLOMON
12.43	1.32	7.00 ²⁰⁰	1.38	9.44	6.57	3.55	1.21	9.46	8.18	4.59	A 78	24.1	COUNTY LINE ..
12.48	1.36	7.06	1.42	9.47	7.00	3.58	1.24	9.49	8.21	5.02	A 76	26.1	VIRDEN
12.52	1.40	7.09	1.51 ²⁰⁴	9.48	7.01	4.00	1.25	9.50	8.23	5.04	A 75	26.6	MONROE
12.57	1.45	7.14	1.56	9.51	7.04	4.03	1.28	9.53	8.27	5.08	A 73	29.1	BOWMAN
1.00	1.50	7.17	1.59	9.53	7.05	4.05	1.30	9.54	8.29	5.10	A 72	29.9	GIRARD
1.05	1.55	7.22	2.05 ²⁰⁶	9.56	7.08	4.08	1.33	9.56	8.32	5.14	A 71	31.6	RUTH
1.10	2.00	7.28	2.10	9.59	7.11	4.10	1.35	9.58	8.35	5.17	A 68	33.7	NILWOOD
1.12	2.03	7.30	2.18 ⁸⁸	10.00	7.12	4.11	1.36	9.59	8.36	5.18	A 68	34.1	DOW
1.26 ²⁰⁴	2.12	7.37	2.25	10.03	7.15	4.13	1.39	10.02 ²⁰²	8.39	5.21	A 65	36.7	COOPERS
1.32	2.18	7.43	2.31	10.06	7.18	4.15	1.42	10.04	8.42	5.24	A 64	38.5	C. & A.
1.40 ²⁰⁶	2.25	7.48	2.35	10.09	7.21 ³⁰	4.18	1.45	10.07	8.45	5.28	A 61	41.2	SHEEP'S
1.47 AM	2.33 PM	7.53 AM	2.41 AM	10.14 PM	7.27 PM	4.22 PM	1.49 PM	10.10 AM	8.49 AM	5.33 AM	A 59	42.8	CARLINVILLE (Y)

CARLINVILLE TO SPRINGFIELD—Southern Division

Time Table No. 13 EFFECTIVE April 27, 1941.		Northward												
		FIRST CLASS						SECOND CLASS						
		88	90	92	94	96	30	98	204	206	200	202		
STATIONS	Miles from St. Louis	Siding	Car Capacity	Local	Local	Limited	Limited	Limited	Local	Local	Peoria Freight	Decatur Freight	Peoria Freight	Danville Freight
				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Monday	Daily	Daily Ex. Sunday
A. SPRINGFIELD ..	102.1	...		⁸⁹ 3.18 AM	⁹¹ 7.27 AM	11.32 AM	3.52 PM	7.04 PM	⁹⁹ 8.25 PM	9.35 PM				
.. EAST BELT (Y) ..	101.1	200		3.14	7.23	11.28 ²⁰¹	3.49	7.00	8.22	9.31	2.50 AM	⁸⁹ 3.25 AM	8.05 AM	⁹³ 12.30 PM
.. B. & O. CONN.	99.3	40		3.12	7.20	11.25	3.45	6.56	8.18	9.27	2.45	3.20	7.58	12.22
.. ALLIS	97.3	42		3.08	7.16	11.21	3.41	6.53	8.14	9.23	2.41	3.14	⁸¹ 7.50	²⁰¹ 12.15
.. BAKERS	96.9	12		3.07	7.15	11.20	3.40	6.52	8.13	9.22	2.40	3.13	7.42	12.08
.. JESS	95.7	56		3.04	7.12	11.17	3.38	6.50	8.11	⁹⁹ 9.18	2.35	3.09	7.38	12.02
.. HAWKS	93.7	46		²⁰⁰ 3.02	7.10	11.15	3.36	6.48	8.09	9.15	2.31	⁸⁸ 3.02	7.33	11.57
.. WOODSIDE	92.5	23		3.00	7.09	11.13	⁹⁵ 3.33	6.47	8.07	9.13	2.28	2.53	7.30	11.53
.. LICK CREEK	90.6	20		2.57	7.07	11.11	3.31	6.45	8.04	9.11	2.24	2.49	7.26	11.48
.. CHATHAM	89.0	6		2.54	7.04	11.09	3.29	6.43	8.02	9.09				
.. CHATHAM SDG. ..	88.4	51		2.53	7.03	11.08	3.28	⁹⁷ 6.42	8.01	9.08	2.20	2.45	7.22	11.43
.. IRWIN'S PARK ..	85.5	16		2.49	6.59	11.05	3.25	6.38	7.57	9.04	2.15	2.40	7.17	11.35
.. LEPTON	83.7	45		2.46	6.56	11.03	3.22	6.35	7.55	9.02	2.11	2.36	7.12	11.30
.. AUBURN	83.0	12		2.45	6.54	11.02	3.21	6.34	7.54	9.01	2.09	2.34	7.11	11.27
.. SOLOMON	81.0	44		2.41	²⁰⁵ 6.50	10.59	3.18	6.31	7.51	8.58	2.05	2.30	7.07	11.20
.. COUNTY LINE ..	78.0	63		2.37	6.46	10.56	3.14	6.27	7.47	8.54	1.59	2.24	²⁰⁵ 7.00	11.10
.. VIRDEN	76.0	4		2.34	6.43	10.53	3.11	6.24	7.44	8.51	1.54	2.19	6.54	11.01
.. MONROE	75.5	32		2.32	6.42	²⁰² 10.51	3.09	6.22	7.42	8.49	²⁰³ 1.51	2.17	6.52	⁹² 10.51
.. BOWMAN	73.0	23		2.29	6.39	10.48	3.06	6.19	7.39	8.46	1.47	2.13	6.47	10.35
.. GIRARD	72.2	...		2.27	6.37	10.46	3.04	6.18	7.37	8.44	1.44	2.10	6.44	10.29
.. RUTH	70.5	58		2.23	²⁰⁰ 6.34	10.43	3.02	6.16	7.34	8.41	1.40	²⁰³ 2.05	⁹⁰ 6.34	10.23
.. NILWOOD	68.4	3		2.20	6.31	10.40	2.59	6.14	7.31	8.38	1.35	2.00	6.21	10.15
.. DOW	68.0	23		²⁰³ 2.18	6.30	10.39	2.58	6.13	7.30	8.37	1.33	1.58	6.20	10.12
.. COOPERS	65.4	50		2.13	6.27	10.37	2.56	6.11	7.27	8.35	²⁰⁷ 1.26	1.51	6.13	⁹¹ 10.02
.. C. & A.	63.6	24		2.09	6.24	10.35	2.54	6.09	7.24	8.33	1.21	1.47	6.07	9.34
.. SHEEP'S	60.9	46		2.05	6.21	10.32	2.51	6.06	⁹⁷ 7.21	8.30	1.14	²⁰⁷ 1.40	6.00	9.26
.. CARLINVILLE (Y) ..	59.3	...		2.00 AM	6.18 AM	10.29 AM	2.48 PM	6.03 PM	7.16 PM	8.27 PM	1.08 AM	1.33 AM	5.54 AM	9.17 AM

SPRINGFIELD TO MACKINAW JUNCTION—Northern Division

Time Table No. 13 EFFECTIVE April 27, 1941.	Miles from Springfield	Siding Car Capacity	Northward							
			FIRST CLASS				SECOND CLASS			
			88	90	92	94	96	98	204	200
			Local	Local	Limited	Limited	Limited	Local	Peoria Freight	Peoria Freight
STATIONS			Daily	Daily	Daily	Daily	Daily	Daily	Daily	
A. MACKINAW JCT. (Y)	55.8	...	5.00 AM	8.55 AM	12.46 PM	5.09 PM	8.18 PM	11.05 PM	5.40 AM	11.45 AM
... CASH	55.5	45	4.57	8.53	12.44	5.08	8.17	11.03	5.32	11.42
... SUMMIT	53.5	33	4.54	8.50	12.42	5.06	8.15	11.00	5.24	11.31 ^{9a}
... WALNUT	51.9	18	4.52	8.48	12.40	5.04 ⁹⁷	8.13	10.58	5.19	11.12
... FRAVERT	49.4	32	4.49	8.45	12.38	5.01	8.11	10.56	5.15	11.08
... MINDALE	47.9	14	4.47	8.43	12.36	4.58	8.09	10.54	5.12	11.05
... SUTTER	45.7	33	4.44	8.40	12.34	4.55	8.07	10.52	5.07	11.00
... RICHMOND	43.3	11	4.41	8.37	12.32	4.52	8.04	10.49	5.00	10.54
... BURT	42.1	47	4.40	8.36	12.31	4.51	8.03 ⁹⁹	10.47	4.57	10.51
... LUCAS	39.6	26	4.37	8.33	12.28	4.48	8.00	10.43	4.52	10.47
... UNION	38.3	20	4.35	8.32	12.27	4.47	7.59	10.42	4.48	10.44
... WILMBERT	34.8	20	4.30	8.27 ⁹¹	12.23	4.42	7.55	10.37	4.33	10.22
... EVANS	33.5	27	4.28 ²⁰⁴	8.23	12.22	4.41	7.54	10.36	4.28 ⁸⁸	10.18
... KINGS	30.3	50	4.24	8.19	12.18	4.37	7.50	10.31 ²⁰³	4.11	10.10
... LINCOLN	28.3	...	\$ 4.20	\$ 8.14	\$ 12.14	\$ 4.33	\$ 7.46	\$ 10.27	4.03	10.01
... WYATT (Y)	28.0	14	4.18	8.12	12.11	4.31	7.44	10.25	4.00	9.59
... GRAVEL PIT	27.0	20	4.17	8.10	12.10	4.29	7.43	10.23	3.58	9.56
... BOREN	25.0	27	4.15	8.08	12.08 ⁹³	4.27	7.41	10.20	3.55 ²⁰⁵	9.53
... FOGARTY	23.4	14	4.13	8.05	12.06	4.25	7.39	10.18	3.51	9.49
... BROADWELL	21.5	28	4.10 ²⁰⁵	8.02	12.04	4.23	7.36	10.15	3.47	9.44
... GILLETT	17.7	22	4.04	7.58	12.00	4.19	7.32	10.10	3.40	9.35
... ELKHART	17.4	2	4.02	\$ 7.57	\$ 11.59	4.18	7.31	10.09	3.39	9.33
... HURLBUT	16.0	14	3.58	7.55	11.57	4.16	7.29	10.06	3.36	9.29
... WOOD	12.2	44	3.52	7.49	11.52	4.11	7.24	10.00	3.28	9.20
... WILLIAMSVILLE	11.7	4	3.51	\$ 7.47	\$ 11.51	4.10	7.23	9.58	3.27	9.19
... SHERMAN	6.7	30	3.44	7.41	11.45	4.04	7.17	9.51	3.17	9.01 ⁹¹
... RIDGLEY	2.5	29	3.39	7.36	11.41	4.00	7.13	9.46	3.09	8.38
... J. & A.	2.2	53	3.38	7.35	11.40	3.59	7.12	9.45	3.08	8.37
... STARNE	1.7	...	3.36	7.33	11.39	3.58	7.11	9.44	3.06	8.35
... EAST BELT (Y)	0.9	...	3.34	7.32	11.38	3.57	7.10	9.43	3.01 AM	8.30 AM
L. SPRINGFIELD	0.0	...	3.30 AM	7.30 AM	11.35 AM	3.55 PM	7.07 PM	9.40 PM	.....	.....

BLOOMINGTON TO PEORIA—Northern Division

Southward

FIRST CLASS

FIRST CLASS										Station Numbers	Miles from Peoria	Time Table No. 13
89	99	45	97	43	95	93	91	41	39			EFFECTIVE April 27, 1941.
Local	Local	Local	Limited	Local	Limited	Limited	Limited	Local	Local			STATIONS
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
^{104 98 39} 11.45 PM	²⁰³ 7.10 PM	⁴² 5.15 PM	4.30 PM	^{102 92 200} 1.50 PM	^{102 92} 1.30 PM	11.00 AM	^{38 204} 7.40 AM	^{38 204} 7.15 AM	^{104 98 89 205} 12.05 AM	A 172 0.0	L. PEORIA	
11.48	7.13	5.17	4.33	1.53	^{1.33²⁰⁰}	11.03	7.43	7.18	12.07	A 172 0.5	FARM CREEK	
11.49	7.14	5.18	4.34	1.54	1.34	11.04	7.44	7.19	12.08	P 172 1.0	P. & P. U.	
11.53	7.18	5.22	4.37 ⁴²	1.58	1.37	11.07	7.47	7.23	12.12	A 169 2.9	KERFOOT	
11.57	7.22	5.27 ⁰⁴	4.41	2.02	1.41	11.11	7.50	7.27	12.16	A 167 5.2	CALDWELL	
11.59	7.24	5.29	4.42	2.04	1.42	11.12	7.51	7.29	12.18	A 166 6.2	GARDENA	
12.01	7.26	5.31	4.44	2.06	1.44	11.14	7.53	7.31	12.20	A 164 7.7	HENEY	
S 12.04	S 7.30	S 5.35	S 4.48	S 2.09	S 1.48	S 11.18	S 7.56	S 7.35	S 12.24	A 163 9.1	MORTON	
12.06	7.31 ⁴⁴	5.37	4.49	2.11	1.49	11.19	7.57	7.36	12.25	A 162 9.8	DODDS	
12.08	7.33	5.39	4.51	2.13	1.51	11.21	7.59	7.38	12.27	A 161 11.4	BELSLEY	
12.11	7.36	5.42	4.54	2.16	1.54	11.24	8.01	7.41	12.31	A 158 14.0	ALLENTOWN	
12.12	7.37	5.44	4.55	2.17	1.55	11.25	8.03	7.42	12.32	A 157 14.7	CLYDE	
S 12.15 AM	S 7.40 PM	S 5.46	S 4.58 PM	S 2.20	S 1.58 PM	S 11.28 AM	S 8.06 AM	S 7.45	S 12.35	B 66 16.0	MACKINAW JCT., (Y)	
		S 5.48		S 2.22		¹⁰²		S 7.47	S 12.37	B 66 16.6	MACKINAW	
		5.50		2.24				7.49	12.40	B 64 18.0	PORTER	
		5.54		2.27				7.53	12.43	B 62 20.2	LILLY	
		5.58		2.30				7.57	12.46	B 59 23.4	WOODRUFF	
		S 6.02		S 2.34				S 8.01	S 12.50	B 56 26.4	DANVERS	
		6.04		2.35				8.02	12.51	B 56 26.8	STUCKEY	
		6.08		2.39				8.08	12.55	B 52 29.9	ELKINS	
		6.12		2.42				8.11	12.58	B 50 32.2	TWIN GROVE	
		6.17		2.47				8.16	1.01	B 45 35.7	STILWELL	
		6.25 PM		3.00 PM				8.25 AM	1.07 AM	B 45 37.3	A. BLOOMINGTON	

BLOOMINGTON TO PEORIA—Northern Division

Time Table No. 13 EFFECTIVE April 27, 1941.		Northward											
		FIRST CLASS											
		88	38	90	40	92	42	94	44	96	98		
		Local	Local	Local	Local	Limited	Local	Limited	Local	Limited	Local		
STATIONS	Miles from Decatur	Siding	Car Capacity	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
A. PEORIA	82.3	...	...	5.30 AM	^{41 01} 6.55 AM	¹⁰³ 9.25 AM	¹⁰³ 9.55 AM	^{05 43} 1.15 PM	⁴⁵ 4.50 PM	5.40 PM	7.55 PM	¹⁰⁵ 8.45 PM	^{89 39 205} 11.40 PM
FARM CREEK	81.8	100	...	5.27	6.50	9.22	9.51	1.11	4.44	5.35	7.50 ²⁰³	8.41	11.34
P. & P. U.	81.3	63	...	5.26	²⁰⁴ 6.48	9.21	9.49	1.09	4.42	5.33	7.49	8.40	11.32
KEEFOOT	79.4	14	...	5.22	6.44	9.17	9.46	1.06	⁹⁷ 4.37	5.30	7.46	8.37	11.29
CALDWELL	77.1	28	...	5.18	6.39	9.13	9.42	1.02	4.31	⁴⁵ 5.27	7.42	8.33	11.25
GARDENA	76.1	13	...	5.17	6.37	9.12	9.40	1.01	4.28	5.25	7.40	8.32	11.23
HENRY	74.6	40	...	5.15	6.35	9.10	9.38	⁰⁰ 12.59	4.26	5.23	7.38	²⁰³ 8.30	11.21
MORTON	73.2	7	§	5.11	§ 6.30	§ 9.06	§ 9.34	§ 12.56	§ 4.22	§ 5.20	§ 7.34	§ 8.27	§ 11.17
DODDS	72.5	31	...	5.10	6.24	9.05	9.32	12.54	4.20	5.18	⁰⁰ 7.31	8.26	11.15
BELSLEY	70.9	15	...	5.08	6.23	9.03	9.30	12.52	4.18	5.16	7.28	8.24	11.13
ALLENTOWN	68.3	8	...	5.04	6.20	8.59	9.26	12.49	4.14	5.13	7.25	8.21	11.09
CLYDE	67.6	27	...	5.03	6.19	8.58	9.25	12.48	4.13	5.12	7.24	8.20	11.08
MACKINAW JCT., (Y)	66.3	...	§	5.00 AM	§ 6.16	§ 8.55 AM	§ 9.22	§ 12.46 PM	§ 4.10	§ 5.09 PM	§ 7.21	§ 8.18 PM	§ 11.05 PM
MACKINAW	65.7	10	...	...	§ 6.12	...	§ 9.20	...	§ 4.07	...	§ 7.19	...	...
PORTER	64.3	23	...	...	6.09	...	9.17	...	4.04	...	7.17	...	...
LILLY	62.1	17	...	...	6.05	...	9.14	...	4.01	...	7.13	...	...
WOODEUFF	58.9	12	...	...	6.01	...	9.11	...	3.56	...	7.10	...	...
DANVERS	55.9	3	§	...	§ 5.56	...	§ 9.06	...	§ 3.51	...	§ 7.05	...	...
STUCKEY	55.5	5	...	...	5.54	...	9.03	...	3.49	...	7.03	...	...
ELKINS	52.4	16	...	...	5.49	...	8.59	...	3.44	...	6.58	...	...
TWIN GROVE	50.1	7	...	...	5.46	...	8.55	...	3.40	...	6.55	...	...
STILWELL	46.6	18	...	...	5.41	...	8.51	...	3.36	...	6.51	...	...
L. BLOOMINGTON	45.0	...	...	...	5.35 AM	...	8.45 AM	...	3.30 PM	...	6.45 PM	...	...

PEORIA TO BLOOMINGTON—Northern Division

Southward

SECOND CLASS

105	203	103	205
Local	St. Louis Freight	Local	St. Louis Freight

Daily	Daily	Daily	Daily
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⁹⁶ 9.15 PM	⁹⁹ 7.15 PM	^{90 40} 10.15 AM	^{104 98 89} 12.40 AM
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9.18	7.50 ⁴⁴	10.17	1.10
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9.19	7.53	10.18	1.15
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9.23	8.00	10.22	1.22
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9.27	8.13	10.27	1.40
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9.29	8.18	10.29	1.44
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9.31	8.30 ⁰⁰	10.31	1.49
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S 9.35	8.38	S 10.35	1.55
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9.37	8.43	10.37	1.59
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9.39	8.47	10.39	2.03
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9.42	8.52	10.43	2.09
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9.43	8.54	10.44	2.12
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S 9.46	9.00 PM	S 10.48 ²⁰⁰	2.18 AM
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S 9.49	S 10.52
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9.51	10.54
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9.54	10.58
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9.57	11.01
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S 10.02	S 11.06
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10.04	11.08
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10.09	11.13
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10.12	11.16
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10.20 ¹⁰⁴	11.21
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10.30 PM	11.30 AM
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Station Numbers

Miles from Peoria

Time Table
No. 13EFFECTIVE
April 27, 1941.

STATIONS

L. PEORIA	0.0	L. PEORIA
FARM CREEK	0.5	FARM CREEK
P. & P. U.	1.0	P. & P. U.
KEEFOOT	2.9	KEEFOOT
CALDWELL	5.2	CALDWELL
GARDENA	6.2	GARDENA
HENRY	7.7	HENRY
MORTON	9.1	MORTON
DODDS	9.8	DODDS
BELSLEY	11.4	BELSLEY
ALLENTOWN	14.0	ALLENTOWN
CLYDE	14.7	CLYDE
MACKINAW JCT., (Y)	16.0	MACKINAW JCT., (Y)
MACKINAW	16.6	MACKINAW
PORTER	18.0	PORTER
LILLY	20.2	LILLY
WOODRUFF	23.4	WOODRUFF
DANVERS	26.4	DANVERS
STUCKEY	26.8	STUCKEY
ELKINS	29.9	ELKINS
TWIN GROVE	32.2	TWIN GROVE
STILWELL	35.7	STILWELL
A. BLOOMINGTON	37.3	A. BLOOMINGTON

Time Table No. 13 EFFECTIVE April 27, 1941.	Miles from Decatur	Siding Car Capacity	SECOND CLASS			
			204	200	102	104
			Peoria Freight	Peoria Freight	Local	Local
			Daily	Daily	Daily	Daily
A. PEORIA	82.3	...	^{41 91} 7.00 AM	⁴³ 1.40 PM	^{95 43} 1.05 PM	^{89 39 205} 11.25 PM
... FARM CREEK	81.8	100	6.53	1.33 ⁹⁵	1.01	11.21
... P. & P. U.	81.3	63	6.48 ²⁸	1.22	1.00	11.20
... KERFOOT	79.4	14	6.34	1.14	12.55	11.16
... CALDWELL	77.1	28	6.28	1.08	12.51	11.12
... GARDENA	76.1	13	6.25	1.05	12.49	11.10
... HENRY	74.6	40	6.21	⁹² 12.59 ¹⁰² 12.47	²⁰⁰ 12.47	11.08
... MORTON	73.2	7	6.06	12.30	\$12.43	\$11.04
... DODDS	72.5	34	6.02	12.27	12.41	11.02
... BELSLEY	70.9	15	5.58	12.23	12.39	11.00
... ALLENTOWN	68.3	8	5.52	12.13	12.35	10.56
... CLYDE	67.6	27	5.50	12.10	12.34	10.55
... MACKINAW JCT., (Y)	66.3	...	5.40 AM	¹⁰³ 11.45 AM	\$12.30 ⁹³	\$10.52
... MACKINAW	65.7	10	.....	.....	\$12.28	\$10.49
... PORTER	64.3	23	.....	.....	12.26	10.47
... LILLY	62.1	17	.....	.....	12.23	10.43
... WOODRUFF	58.9	12	.....	.....	12.19	10.40
... DANVERS	55.9	3	.....	.....	\$12.15	\$10.36
... STUCKEY	55.5	5	.....	.....	12.14	10.34
... ELKINS	52.4	16	.....	.....	12.09	10.29
... TWIN GROVE	50.1	7	.....	.....	12.06	10.26
... STILLWELL	46.6	18	.....	.....	12.01	10.20 ⁰⁵
L. BLOOMINGTON	45.0	...	.....	.....	11.55 AM	10.13 PM

BLOOMINGTON TO NORTH JCT.—Central Division

Southward						Station Numbers	Miles from Peoria	Time Table No. 13 EFFECTIVE April 27, 1941.	
SECOND CLASS		FIRST CLASS							STATIONS
105	103	45	43	41	39				
Local	Local	Local	Local	Local	Local				
Daily	Daily	Daily	Daily	Daily	Daily				
10.30 PM	11.30 AM	6.25 PM	3.02 PM	8.25 AM	1.16 AM	B 45 37.3	L. BLOOMINGTON		
10.37	11.38	6.33	3.08	8.33	1.21	B 45 38.8	...DEAN		
10.38	11.39	6.34	3.09	8.34	1.22	B 43 39.1	...I. C. CONN.		
10.39	11.40 ¹⁰²	6.35 ⁴⁴	3.10	8.35 ⁴⁰	1.23	B 43 39.4	...PRICE		
10.42	11.45	6.40	3.15 ⁴²	8.39	1.25	B 40 42.0	...HENDRIX		
10.45	11.49	6.45	3.20	8.44	1.28	B 38 44.8	...RANDOLPH		
10.50	§11.55	§ 6.51	§ 3.26	§ 8.50	1.34	B 33 49.1	...HEYWORTH (Y)		
10.51	11.56	6.52	3.27	8.51	1.35	B 33 49.4	...EARLS		
10.54	11.59	6.57	3.32	8.54	1.38	B 30 52.6	...BUCK		
10.55	12.00	6.58	3.33	8.55	1.39	B 29 53.3	...CARLE SPRINGS		
10.59	§12.05	§ 7.02	§ 3.37	§ 9.00	1.43	B 27 55.6	...WAPPELLA		
11.00	12.06	7.03	3.38	9.01	1.44	B 26 56.0	...DUCHEY		
11.04	12.10	7.08	3.42	9.05	1.48	B 23 59.3	...SNELLS		
§11.08	§12.15	§ 7.13	§ 3.47	§ 9.10	§ 1.52	B 22 60.4	...CLINTON (Y)		
11.10	12.17	7.15	3.49	9.12	1.54	B 21 61.2	...JOHNSON		
11.15	12.22	7.19	3.54	9.17	1.58	B 17 64.9	...CRAIG		
11.20	12.27	7.24	3.59	9.22	2.02	B 14 68.1	...VANDALIA		
11.21	§12.28	§ 7.26	§ 4.01	§ 9.23	2.03	B 14 68.6	...MAROA		
11.24	12.32	7.29	4.04	9.27	2.06	B 12 70.6	...CRAWFORD		
11.27	12.35	7.32	4.07	9.30	2.08	..... 72.6	...EMERY	
11.31	12.36	7.35	4.09	9.31	2.09	B 9 73.6	...MARTIN		
11.33	12.39	7.38	4.12	9.34	2.12	B 6 75.7	...FORSYTH		
11.34	12.40	7.39	4.13	9.35	2.13	B 6 76.2	...COX		
11.37	12.44	7.42	4.16	9.37	2.16	B 4 78.7	...POOR FARM		
11.40 PM	12.48 PM	7.45 PM	4.20 PM	9.43 AM	2.18 AM	B 2 80.2	...NORTH JCT. (Y)		
.....		
.....		

Note on Pages 16 and 17 time of Trains between North Jct. and Decatur.

NORTH JCT. TO BLOOMINGTON—Central Division

Time Table No. 13 EFFECTIVE April 27, 1941.		Northward					
		FIRST CLASS				SECOND CLASS	
		38	40	42	44	102	104
		Local	Local	Local	Local	Local	Local
STATIONS		Daily	Daily	Daily	Daily	Daily	Daily
A. BLOOMINGTON	45.0	5.26 AM	8.42 AM	3.26 PM	6.42 PM	11.50 AM	10.04 PM
DEAN	43.5	5.23	8.37	3.21	6.37	11.42	9.58
I. C. CONN.	43.2	5.22	8.36	3.20	6.36	11.41	9.57
PRICE	42.9	5.21	8.35 ⁴¹	3.19	6.35 ⁴⁵	11.40 ¹⁰³	9.56
HENDRIX	40.3	5.18	8.29	3.15 ⁴³	6.29	11.35	9.52
RANDOLPH	37.5	5.15	8.24	3.10	6.24	11.30	9.48
HEYWORTH (Y)	33.2	5.10	8.19	3.04	6.18	11.24	9.43
EARLS	32.9	5.09	8.18	3.03	6.17	11.23	9.42
BUCK	29.7	5.05	8.13	2.59	6.12	11.19	9.38
CARLE SPRINGS	29.0	5.04	8.12	2.58	6.11	11.18	9.37
WAPELLA	26.7	5.01	8.08	2.54	6.06	11.14	9.33
DUCEY	26.3	5.00	8.07	2.53	6.05	11.13	9.32
SNELLS	23.0	4.56	8.03	2.49	6.00	11.08	9.28
CLINTON (Y)	21.9	4.52	7.58	2.44	5.55	11.04	9.24
JOHNSON	21.1	4.50	7.55	2.42	5.53	11.02	9.22
CRAIG	17.4	4.46	7.50	2.37	5.48	10.57	9.17
VANDALIA	14.2	4.42	7.46	2.32	5.43	10.52	9.13
MAROA	13.7	4.41	7.44	2.30	5.41	10.51	9.12
CRAWFORD	11.7	4.38	7.40	2.26	5.37	10.48	9.08
EMERY	9.7	4.35	7.37	2.23	5.33	10.45	9.06
MARTIN	8.7	4.34	7.35	2.21	5.31	10.44	9.04
FORSYTH	6.6	4.31	7.32	2.18	5.28	10.41	9.01
COX	6.1	4.30	7.31	2.17	5.27	10.40	9.00
POOR FARM	3.6	4.28	7.28	2.13	5.24	10.37	8.57
NORTH JCT. (Y)	2.1	4.25 AM	7.25 AM	2.10 PM	5.20 PM	10.35 AM	8.55 PM

Note on Pages 16 and 17 time of Trains between Decatur and North Jet.

SPRINGFIELD TO DECATUR—Central Division

Westward

SECOND CLASS		FIRST CLASS						Station Numbers	Miles from Decatur	STATIONS
207	205	79	77	75	73	71	69			
St. Louis Freight	St. Louis Freight	Local	Local	Local	Local	Local	Local			
Daily Ex. Sunday	Daily Ex. Monday	Daily	Daily	Daily	Daily	Daily	Daily			
9.10 PM	12.35 AM	8.00 PM	4.55 PM	1.52 PM	9.50 AM	7.35 AM	3.07 AM	537	0.0	L. DECATUR (Y)
9.15 ²⁰²	12.45	8.03	4.58	1.57 ⁷⁴	9.53	7.38	3.10	537	0.7	TORRENCE
9.27 ⁷⁸	12.51	8.06	5.01	2.01	9.56	7.41	3.12	535	2.6	MOFFETT
9.38	12.55	8.08	5.03 ⁷⁰	2.02	9.57	7.42	3.14	533	3.8	WYCKLES
9.41	1.05	8.11	5.06	2.06	10.01	7.46	3.18	530	6.8	HARRISTOWN
9.49	1.07	8.13 ²⁰²	5.08	2.08	10.03	7.48	3.19	530	7.9	FRASER
9.51	1.09	8.15	5.10	2.10	10.05	7.50	3.21	528	9.4	FENTON
9.54	1.13	8.19	5.14	2.13	10.08	7.53	3.23	526	11.3	NIANTIC
9.57	1.18	8.21	5.16	2.15	10.10	7.56	3.26	524	13.1	DONOVAN
9.59										
10.02	1.22	8.22	5.17	2.17	10.12	7.57	3.27	522	14.9	LONG POINT
10.03	1.24	8.23	5.18	2.18	10.13	7.58	3.28	522	15.3	ILLIOPOLIS
10.09	1.32	8.27	5.22	2.22	10.17	8.02 ⁷⁰	3.31	519	18.2	HAYNES
10.15	1.40	8.31	5.26	2.26	10.20	8.06	3.34	516	20.9	LANESVILLE
10.19	1.43	8.32	5.27	2.27	10.21	8.07	3.35	515	22.1	HANSON
10.21	1.52 ⁰⁰	8.33	5.28	2.28	10.22	8.08	3.36	514	23.0	MECHANICSB'G J. (Y)
10.23	1.56	8.34	5.29	2.29	10.25 ⁷²	8.09	3.37	513	23.8	ENIS
10.24	2.00	8.35	5.30	2.30	10.26	8.10	3.38	513	24.1	BUFFALO
10.26	2.09	8.37	5.32	2.33	10.28	8.12	3.40	512	24.9	SCULLY
10.29	2.12	8.38	5.33	2.35	10.30	8.14	3.42	511	26.4	DAWSON
10.35	2.17	8.42	5.38	2.39	10.34	8.18	3.46	508	29.5	HESSAR
10.36	2.20	8.45 ⁷⁸	5.39	2.40	10.35	8.19	3.47	507	30.4	TURNERY
10.39	2.25	8.47	5.42	2.42	10.37	8.22	3.49	505	31.5	RIVERTON
10.40	2.26	8.48	5.43	2.43	10.38	8.23	3.50	505	31.7	POWER HOUSE
10.47	2.33	8.52	5.47	2.47	10.42	8.27	3.53	503	34.2	MILLERS
10.51	2.37 ²⁰⁰	8.54	5.49 ²⁰²	2.49	10.44	8.29	3.55 ²⁰⁰	501	35.5	STARNE
11.00 PM	2.45 AM	8.56	5.51	2.51	10.46	8.31	3.57	501	36.2	EAST BELT (Y)
		9.00 PM	5.55 PM	2.55 PM	10.50 AM	8.35 AM	4.00 AM	500	37.1	A. SPRINGFIELD

NORTH JCT. TO DECATUR—Central Division

Westward

THIRD CLASS		FIRST CLASS											STATIONS	
207	205	105	79	45	77	43	75	103	41	73	71	69		39
St. Louis Freight	St. Louis Freight	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local		Local
Daily Ex. Sunday	Daily Ex. Monday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		Daily
104 9.05 PM	105 12.21 AM	205 11.40 PM	45 7.53 PM	79 7.45 PM	43 4.46 PM	77 4.20 PM	75 1.43 PM	103 12.48 PM	41 9.43 AM	73 9.41 AM	71 7.25 AM	69 3.01 AM	39 2.18 AM	NORTH JCT. (Y)
9.10 PM	12.35 AM	11.45 PM	7.57 PM	7.50 PM	4.51 PM	4.25 PM	1.48 PM	12.55 PM	9.48 AM	9.46 AM	7.30 AM	3.05 AM	2.25 AM	DECATUR (Y)
				202	76 44	44 76	74 42		102	102			60	

DECATUR TO SPRINGFIELD—Central Division

Time Table
No. 13

EFFECTIVE
April 27, 1941.

Eastward

STATIONS	Miles from Springfield	Siding	Car Capacity	FIRST CLASS						SECOND CLASS	
				66	70	72	74	76	78	206	202
				Local	Local	Local	Local	Local	Local	Decatur Freight	Danville Freight
				Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Monday	Daily Ex. Sunday
A. DECATUR (Y)	37.1			2.20 AM	8.30 AM	11.00 AM	2.00 PM	5.10 PM	9.30 PM	5.44 AM	9.21 PM
TORRENCE	36.4	43		2.16	8.27	10.57	1.57 ⁷⁵	5.07	9.27 ²⁰⁷	5.30	9.15 ²⁰⁷
MOFFETT	34.5	13		2.14	8.25	10.54	1.54	5.05	9.24	5.21	8.45
WYCKLES	33.3	13		2.13	8.23	10.52	1.52	5.03 ⁷⁷	9.23	5.19	8.40
HARRISTOWN	30.3	15		2.09	8.19	10.48	1.48	4.58	9.19	5.13	8.28
FRASER	29.2	16		2.08	8.17	10.46	1.46	4.56	9.17	5.08	8.13 ⁷⁹
FENTON	27.7	36		2.06	8.15	10.43	1.43	4.53	9.15	5.06	7.48
NIANTIC	25.8	16		2.04	8.12	10.40	1.40	4.50	9.10	5.02	7.42
DONOVAN	24.0	12		2.02	8.09	10.38	1.38	4.46	9.08	4.58	7.35
LONG POINT	22.2	6		2.01	8.07	10.36	1.36	4.44	9.07	4.54	7.30
ILLIOPOLIS	21.8	6		2.00	8.06	10.35	1.35	4.43	9.06	4.53	7.29
HAYNES	18.9	12		1.57	8.02 ⁷¹	10.32	1.32	4.39	9.02	4.46	7.19
LANESVILLE	16.2	5		1.54	7.59	10.29	1.29	4.34	8.58	4.40	7.10
HANSON	15.0	17		1.53	7.58	10.27	1.27	4.33	8.57	4.37	7.05
MECHANICSB'G J. (Y)	14.1			1.52 ²⁰⁵	7.56	10.26	1.26	4.32	8.56	4.34	7.02
ENIS	13.3	12		1.51	7.55	10.25 ⁷³	1.25	4.31	8.55	4.32	6.59
BUFFALO	13.0			1.50	7.54	10.24	1.24	4.30	8.54	4.30	6.58
SCULLY	12.2	17		1.49	7.52	10.22	1.22	4.27	8.52	4.26	6.55
DAWSON	10.7	10		1.47	7.49	10.19	1.19	4.25	8.50	4.23	6.50
HESSAR	7.6	16		1.43	7.45	10.15	1.15	4.21	8.47	4.15	6.40
TURNERY	6.7	38		1.42	7.44	10.14	1.14	4.20	8.45 ⁷⁹	4.12	6.35
RIVERTON	5.6			1.40	7.42	10.12	1.12	4.17	8.42 ⁷⁹	4.08	6.29
POWER HOUSE	5.4			1.39	7.41	10.11	1.11	4.16	8.41	4.07	6.28
MILLERS	2.9	38		1.36	7.37	10.07	1.07	4.12	8.37	4.01	6.20
STARNE	1.6			1.34	7.35	10.05	1.05	4.10	8.34	3.55 ²⁰⁵ 8.39	6.15 ⁷⁷
EAST BELT (Y)	0.9			1.32	7.33	10.03	1.03	4.08	8.32	3.45 AM	6.10 PM
L. SPRINGFIELD	0.0			1.30 AM	7.30 AM	10.00 AM	1.00 PM	4.05 PM	8.30 PM		

DECATUR TO NORTH JCT.—Central Division

Time Table
No. 13

EFFECTIVE
April 27, 1941.

Eastward

STATIONS	SECOND CLASS												THIRD CLASS	
	40	66	38	70	102	72	74	42	76	44	104	78	206	202
	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Decatur Freight	Danville Freight
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Monday	Daily Ex. Sunday
NORTH JCT. (Y)	7.25 ⁷¹ AM	2.35 AM	4.25 AM	8.38 AM	10.35 AM	11.08 AM	2.08 PM	2.10 PM	5.18 PM	5.20 PM	8.55 ²⁰⁷ PM	9.38 PM	5.50 AM	9.27 PM
DECATUR (Y)	7.20 AM	2.30 ³⁹ AM	4.20 AM	8.33 AM	10.30 ^{73 41} AM	11.03 AM	2.03 ^{75 42} PM	2.05 ^{75 74} PM	5.13 ^{43 77 44} PM	5.15 ^{77 43 76} PM	8.50 PM	9.33 PM	5.44 AM	9.21 ⁴⁵ PM

Westward

**Time Table
No. 13**
EFFECTIVE
April 27, 1941.

THIRD CLASS		Second Class	FIRST CLASS							Station Numbers	Miles from Danville	STATIONS
207	205	205	81	79	77	75	73	71	69			
St. Louis Freight	St. Louis Freight	St. Louis Freight	Local	Local	Local	Local	Local	Local	Local			
Daily Ex. Sunday	Daily Ex. Monday	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
		⁷⁴ 4.35 PM	⁷⁶ 9.00 PM	⁷⁴ 5.30 PM	⁷² 2.25 PM	⁷⁰ 11.20 AM	⁶⁸ 7.20 AM					
		4.44	9.06	5.36	2.31	11.26	7.26					
		4.47	9.08	5.38	2.33	11.28	7.28					
		4.50	9.10	5.40	2.35	11.30	7.30					
		5.05	9.14	5.45	2.39	11.34	7.34					
		5.11	9.16	5.47	2.41	11.36	7.36					
		5.15	9.18	5.49	2.43	11.38	7.38					
		5.21	9.21	5.53	2.46	11.42	7.42					
		5.24	9.23	5.55	2.48	11.43	7.43					
		5.25	9.24	5.56	2.49	11.44	7.44					
		5.30	9.27	5.59	2.52	11.47	7.47					
		5.35	9.29	6.01	2.54	11.49	7.49					
		5.40	9.33	6.05	2.58	11.53	7.53					
		5.45	9.35	6.07	3.00	11.55	7.55					
		6.10 ⁹	9.38	6.10 ²⁰⁵	3.03	11.58	7.58					
		6.20	S 9.41	S 6.13	S 3.06	S 12.01	S 8.01					
		6.23	9.42	6.15	3.07	12.02	8.02					
		6.28	9.45	6.18	3.10	12.05	8.05					
		6.35	9.50	6.23	3.15	12.10	8.10					
		6.52 ⁷⁶	9.53	6.26	3.18	12.13	8.13					
		6.58	9.56	6.28	3.20	12.15	8.15					
			S 9.58	S 6.30	S 3.22	S 12.17	S 8.17					
			10.05 PM	S 6.36	S 3.28	S 12.23	S 8.22	6.05 AM	1.50 AM			
		7.40		6.43 ⁷⁶	3.36 ⁷⁴	12.31 ⁷²	8.30	6.12	1.57			
		7.49		6.48	3.41	12.36	8.35	6.16	2.02			
		7.57		6.53	3.46	12.41	8.40	6.21	2.06			
		8.11		7.00	3.53	12.48	8.47	6.28	2.12			
		8.23		7.07	4.00	12.55	8.53	6.34	2.17			
		8.26		S 7.09	S 4.02	S 12.57	S 8.55	S 6.36	S 2.19			
		8.32		7.11	4.04	12.59	8.57	6.41	2.21			
		8.43		7.16	4.08	1.03	9.01	6.45	2.25			
		8.53		S 7.20	S 4.12	S 1.07	S 9.05	S 6.49	2.29			
		8.58		7.22	4.15	1.10	9.08 ⁷⁰	6.52	2.31			
		9.08		7.27	4.20	1.15	9.13	6.57	2.35			
		9.18		7.32	4.25	1.20	9.18	7.02	2.40			
		9.19		7.33	4.26	1.21	9.19	7.03	2.41			
		9.21		S 7.34	S 4.27	S 1.22	S 9.20	S 7.04	2.42			
		9.27		7.39	4.32	1.27	9.25	7.09	2.47 ⁶⁶			
		9.48 ⁷⁸		7.43	4.36	1.31	9.29	7.13	2.52			
		9.55		7.46	4.39	1.34	9.32	7.16	2.54			
9.00 PM	12.15 AM	10.05 PM		7.50	4.43	1.38	9.36	7.21 ²⁰⁶	2.57			
9.05 PM	12.21 AM	²⁰²		7.53 PM	4.46 PM	1.43 PM	9.41 AM	7.25 AM	3.01 AM			

All trains will operate over Wabash Ry. Co. and Illinois Central E. E. Co. tracks between Main Street, Urbana, and Staley Connection and will be governed by current Champaign Terminal Joint Time Table and rules and special regulations contained therein.

Note on Pages 16 and 17 time of Trains between North Jct. and Decatur.

STOPS FOR PASSENGER TRAINS

Local trains will stop on signal to receive or discharge passengers at non agency stations, and other places designated by signs.

Passenger Trains stop at Mullanphy Street and at North Market Street, St. Louis on Signal, to receive or discharge passengers.

Train No. 91 will stop on signal at Mindale, Union, Elkhart and Williamsville to discharge passengers from Peoria, Morton and points east of Mackinaw Jct., and to receive passengers for Springfield and points beyond where scheduled to make regular or flag stops.

All trains will stop on signal at East Washington St., East Peoria, to receive or discharge passengers.

Trains Nos. 92, 93, 95 and 97 stop on signal at Thayer to receive or discharge passengers.

Train No. 94 will do local work Granite City to Mackinaw Jct.

All trains will stop on signal at Halleck Ave., Edwardsville, to receive or discharge passengers.

All trains will stop at Harvard Park, Springfield, to receive or discharge passengers.

ELECTRIC SWITCHES

Switches on outbound track at West Leg of East Belt Wye and Starne are electrically operated by trolley contact. North bound trains approaching Starne will not use power and will receive a yellow light before proceeding. East bound trains will use power and receive a Green light before proceeding. North or East bound trains approaching East Belt Wye will use power and receive a Green light. South bound trains using Wye will not use power and will receive a Yellow light before proceeding. When the switches are split or not locked in either direction light will show Red and must be thrown by hand which can be done by use of switch hook or piece of pipe being placed in one of two sockets located at each end of switch box.

Trolley Contacts are located 200 feet from Switch; all trains will reduce speed to Five (5) miles per hour while passing under contactor.

Switch crews will not attempt to push cars ahead of Engine or Motor while making move over these switches.

The following instructions will govern the operation of trains on the outbound main track between the Springfield passenger station and the west leg of the East Belt Wye.

Inbound passenger trains from the south will use this track between the points mentioned.

Automatic signals now installed will govern the movement of trains between these points.

Outbound trains will report to the Dispatcher before leaving Springfield Passenger station.

Automatic signals controlling these movements are the two-color type—red and green; green indicating proceed, red indicating stop. Signal governing westbound movements, No. 1000, is located just west of the switch at the west leg of East Belt Wye, and signal governing eastbound movements, No. 1001, is located just east of the crossover at the entrance to the Springfield station tracks.

Advance indicators (which are white lights) are placed approximately 200 feet beyond each home signal, and will show a white light when train passes the entering home signal when track is not occupied.

Red lights on the home signals, or a failure of the advance white signal lights, indicates that the block is occupied and must not be entered except on orders from Train Dispatcher.

Green light on the home signals indicates proceed and authorizes movement through the block providing the advance indicator lights up after leading car passes home signal and remains lighted until passed. Failure of advance signal to light up and stay lighted must be regarded as a stop indication, in which case train will back beyond the home signal and make a second attempt. If the advance signal does not light up on the second attempt, report facts to the Train Dispatcher.

If for any reason trains are delayed between signals in excess of five minutes, they will report to Train Dispatcher. Telephones are installed at signal 1000 and 1001 which can be used.

When these signals are inoperative, movements over this track will be governed by train orders issued by Train Dispatcher, and during the time they are inoperative, outbound trains will report clear at telephone booth located near the signal at the west leg of East Belt Wye.

Switch engines or freight trains will use inbound main by taking crossover at north end of East Belt Yards and will not use outbound main in reverse direction without instructions from Train Dispatcher.

SAFETY FIRST

"Safety First," at all times and in all places, is the most important rule of conduct, of each and every employee, whatever his position. The safety of every movement, or action, in its effect upon himself and others and upon property must be the first consideration of every trainman, yardman, stationman, shopman, sectionman, and all other classes of employees. Trains and engines must be operated accordingly, under all circumstances; the maintenance of schedule time must be subordinated to the observance of signal indications and obedience thereto, whatever the weather, or other, conditions may be.

WARNING

Employees are warned that on the road, at stations, in yards and on industrial tracks, there are buildings, structures and obstructions which, owing to local conditions or requirements, do not give clearance to men on top or side of car. Employees must familiarize themselves by personal observation with these conditions existing in the district in which they are employed, so that risk of injury may be prevented. New employees must exercise great care in this respect.

In the future, when any train is to be backed over a road or street crossing, it will be the duty of the Conductor to ride the rear of caboose to handle air, and have one of his brakemen stationed on the road or street crossing to protect same.

When trains are backed out of a spring switch, Motorman will see that train is backed far enough out of the switch to see that switch points fit up before proceeding.

Under no circumstances will crews attempt to kick or drop cars at such tracks as the Lamm Lumber Co. Track at Danville, Ills., or Allis-Chalmers Tracks Springfield, Ills., or at any other track where similar conditions exist.

In order to detect defects in equipment on freight trains, such as defective brake riggings, running gears, hot journals, etc., train crews in the clear on sidings, agents, track and bridge men must watch passing trains for these defects and call attention to train crew by giving signal to stop.

Trainmen in charge of trains on sidings where no defects are noticed on the passing train will give proceed signal to trainmen on rear of the passing train.

Agents must be on station platform to better observe train and will also give proceed signal to rear of train where no defects are noticed.

Rear brakeman will be in a position to see such signals and communicate same to the head end.

Trainmen must observe train at frequent intervals and when rounding curves, in order to detect possible derailments, defects, hot journals, etc., and will inspect train every twenty-five (25) miles. Inspection to be made in usual manner.

SPECIAL INSTRUCTIONS

Motormen are cautioned to exercise great care when an automobile or vehicle is being driven ahead or alongside of train. Sound the alarm vigorously and run cautiously until the automobile or vehicle is passed.

In sounding the Road Crossing whistle, Motormen will start the whistling at the whistle board, same to be prolonged or repeated until crossing is reached.

Where trains operate through city streets used jointly with vehicular traffic, motormen must keep a sharp look-out and proceed at REDUCED SPEED when the way is not seen to be clear.

Casualties involving personal injuries or damages to vehicles occupied by persons, witnessed or heard of by any employee (except those in train service) must be reported as soon as possible to train dispatcher by telephone and followed by written report to superior officer, giving full information, including names and addresses of witnesses.

Employees in train service will report to train dispatcher by telephone on form 141-5 as soon as possible after accident, giving full information including names and addresses of all witnesses; this to be followed by sending to trainmaster form 141-6 properly filled out with names and addresses of all witnesses. In case of accident in which train is carrying passengers, conductor will secure signature and address of each passenger on form 142-3 and send in with form 141-6 report.

It is the desire of the Company that all statements in reference to personal injury accidents must contain all facts whether favorable or unfavorable to the company, its employees, or the injured person. Employees who witness or have any knowledge whatever of an accident must give full information to the company officers and claim agents.

An employee served with subpoena to report to any court or officer should at once notify superior official and communicate with or report in person to the railroad attorney or representative of the Claim Department.

Conductors will ascertain destination of passengers when loading train.

Motormen must not engage in conversation with passengers while operating train.

In ticket complications, or in matters of collection of cash fares, Conductors will of necessity have to call for instructions if conditions warrant, or use their best judgment. It is the test of diplomacy that these matters be handled with avoidance of argument or friction, in which a calm and pleasant manner is the best assurance of success.

Where trains encounter unusual delays or are running late, information should be cheerfully offered as to cause, as most passengers will likewise cheerfully accept a condition they understand.

In crowded train conditions employees riding on passes should cheerfully cooperate in seeing that pay passengers are given every possible consideration in all parts of the train, ever keeping in mind that our trains are operated on the revenues from pay passengers and that passes are issued to employees and their families subject to the accommodation and needs of pay passengers.

TONNAGE RATINGS

Tonnage Rating for Class "C" Locomotives

When Outside Temperature is:		0-25° F	25° F-85° F	85° & Above
Edwardsville	East Belt	1550	1600	1500
	Smutzlar and Moody	1350	1400	1300
East Belt	Peoria	1450	1550	1400
	Union	1250	1300	1200
	Herberger	850	950	800
Peoria	Caldwell	800	900	750
Caldwell	East Belt	1450	1500	1400
East Belt	Edwardsville	1550	1600	1500
	Davis and Wall	1400	1450	1350
East Belt	Decatur Yards	1450	1500	1400
	Riverton	1300	1350	1250
Decatur Yards	Batestown	1300	1350	1250
Batestown	Decatur Yards	1300	1350	1250
	Grays	500	500	450
Decatur Yards	East Belt	1350	1400	1300

Tonnage Rating for Class "D" Locomotives

Edwardsville	East Belt	1700
East Belt	Peoria	1600
	Herberger	1000
Peoria	East Belt	1600
	Caldwell	1000
East Belt	Edwardsville	1700

Tonnage Rating for Locomotives 1592, 1593, 1594

Edwardsville — Peoria or Decatur	900	
	Herberger	640
Peoria or Decatur—Edwardsville	900	
	Caldwell	600

Tonnage Rating for Locomotive 1586

Edwardsville — Peoria or Decatur	1000	
	Herberger	700
Peoria or Decatur—Edwardsville	1000	
	Caldwell	600

Use following figures for tonnage basis for empty cars: Coal Cars 28 Tons, Box Cars 28 Tons, Tank Cars 26 Tons, Flat Cars 25 Tons.

Locomotives—Class C 88 Tons, Class B 68 Tons, Engines 51 and 52 106 Tons, Engine 1586 100 Tons, Class D 120 Tons. On wheel report show actual weight of empties.

The tonnages given are maximum for the conditions stated, except an allowance of 25 tons where it will permit the handling of an additional load.

Where it is necessary to double a grade, the train should be divided as nearly as possible in the center by weight, half the tonnage being handled in each movement.

When it is necessary to operate a locomotive with two of the motors cut out, a thirty percent (30%) reduction of the rated tonnage should be made.

When temperature is below zero, tonnage will be governed by instructions from Dispatcher.

AMMETERS

The ammeter reads current in one motor, in series parallel multiply ammeter reading by four, and in parallel by eight for total amperes. On Class "D" locomotives and 1586, in series multiply ammeter reading by two, in series parallel by four and in parallel by eight.

Following Tabulation Gives Capacities of Sub-Stations:

Sub-Station	Breaker Setting Amperes	Sub-Station	Breaker Setting Amperes
Bells	*3000	Morton	2000
Cornstalk	*3000	Caldwell	*3800
Worden	*3000	Peoria	2500
Spring St.	3200	Riverton	*2000
Smutzlar	*2500	Hessar	2000
Gillespie	*2000	Buffalo	2000
Loveless	*2000	Illiopolis	2000
Moody	*2000	Harristown	*2000
Anderson	*2000	Decatur PH	2000
Nilwood	*2000	No. Decatur	2000
Virден	2500	Oakley	2000
C&IM	*2000	Bement	2000
Chatham	*2000	Monticello	2000
Iles	*3000	White Heath	*2000
B. & O.	*2500	Bondville	2000
Ridgley	*2000	Champaign PH	1500
Merriam	*2000	Storage	*2000
Elkhart	2000	St. Joseph	2000
Fogarty	*2000	Fithian	2000
Lincoln	2000	Danville	2500
Wilmert	*2000	Emery	1500
Union	*2000	Clinton	1250
Richmond	2000	Heyworth	1250
Mindale	2000	Bloomington	2000
Summit	*2000	Danvers	1250
Mackinaw	3000		

* Indicating automatic reclosing D.C. Breaker.

Overload Current Relays

Motorman must not under any circumstances hold the reset button in on this circuit. In case total amperes exceed these values in the parallel position of controller, motorman will set back to series parallel. Three hundred amperes per motor (except Class "D" locomotives) is the maximum to be used under any condition for over three minutes.

