

MEDICAL AND SURGICAL DEPARTMENTS

DIVISION SURGEON AND EXAMINERS, MEDICAL EXAMINERS, SURGEONS AND OPHTHALMOLOGISTS

Astoria, Ill.	Dr. H. T. BAXTER	Surgeon.
Beardstown, Ill.	Dr. D. E. HAWORTH	Medical Examiner.
Bushnell, Ill.	Dr. J. C. GRIFFITH	Surgeon.
Bushnell, Ill.	Dr. B. ROAN	Surgeon.
Centralia, Ill.	Dr. A. P. HELLER	Divn. Surgeon and Examiner.
Centralia, Ill.	Dr. W. F. PLASSMAN	Ophthalmologist.
Christopher, Ill.	Dr. W. W. SHEERER	Surgeon.
E. St. Louis, Ill.	Dr. O. J. CULBERTSON	Surgeon.
Girard, Ill.	Dr. H. A. FINNEY	Surgeon.
Herrin, Ill.	Dr. W. R. GARDNER	Surgeon.
Herrin, Ill.	Dr. F. C. MURRAH	Surgeon and Examiner.
Jacksonville, Ill.	Dr. C. E. BLACK	Surgeon.
Litchfield, Ill.	Dr. G. A. SIHLER	Surgeon.
Metropolis, Ill.	Dr. G. F. CUMMINS	Surgeon.
Monmouth, Ill.	Dr. H. G. EBERSOLE	Surgeon.
Monmouth, Ill.	Dr. J. L. SHERRICK	Surgeon.
Paducah, Ky.	Dr. W. P. SIGHTS	Surgeon and Examiner
St. Louis, Mo.	Dr. R. A. SUTTER	Divn. Surgeon and Examiner.
St. Louis, Mo.	Dr. E. R. RICE	Surgeon.
St. Louis, Mo.	Dr. R. E. MASON	Ophthalmologist
Virden, Ill.	Dr. S. M. BLUNK	Surgeon.
Waverly, Ill.	Dr. W. H. ALLYN	Surgeon.
Waverly, Ill.	Dr. P. R. ALLYN	Surgeon.
West Frankfort	Dr. C. H. WILLIAMS	Surgeon.
Whitehall, Ill.	Dr. F. McLAREN	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.

Dr. O. H. HORRALL, Chief Surgeon, Chicago, Ill.

Dr. R. B. KEPNER, Medical Director, Relief Department, Chicago, Ill.

J. H. AYDELOTT, General Manager, Chicago, Ill.

S. L. FEE, General Superintendent, Galesburg, Ill.

W. R. EBLE, Superintendent, Galesburg, Ill.

F. L. GOODMAN, Assistant Superintendent, Centralia, Ill.

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

Chicago, Burlington & Quincy Railroad Company

LINES EAST OF THE MISSOURI RIVER

TIME TABLE

OF THE BEARDSTOWN DIVISION OF THE EASTERN DISTRICT No. 5

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

SUNDAY, MAY 9, 1943

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. 5.

EFFECTIVE MAY 9, 1943.

SOUTHWARD				Office Open Week Days	Signs	Distance from Rio	STATIONS	Distance from St. Louis	M. P. Location	Capacity of		Office Open Sundays	NORTHWARD			
FIRST CLASS										Sidelings	Other Tracks		FIRST CLASS			
Daily Ex. Sunday Passenger	Daily Passenger	Daily Ex. Sunday Passenger	Daily Passenger										Daily Passenger	Daily Passenger	Daily Ex. Sunday Passenger	Daily Ex. Sunday Passenger
120	48	190	52									51	47	191	119	
		L A.M. 6.40		8:00 a.m. to 5:00 p.m.	B.R.Y. Yd.		..... RIO	206.86	210.54		15	No Office				P.M. A 4.30
		s 6.49		8:30 a.m. to 5:30 p.m.		4.36	..... NORTH HENDERSON	202.50	206.22		30	No Office				s 4.20
		s 7.00		8:30 a.m. to 5:30 p.m.		9.06	..... ALEXIS	197.80	201.54		28	No Office				s 4.08
		s 7.11		8:30 a.m. to 5:30 p.m.		15.01	..... GERLAW	191.85	195.53		22	No Office				s 3.52
						20.38	..... R. I. S. Crossing (Grade)	186.48	190.16							
						21.38	..... M. & St. L. Crossing (Grade)	185.48	189.16							
		s 7.25		Continuous	B.O. W.Y. Yd.	21.48	..... MONMOUTH	185.38	189.06	Yd.	Yd.	Continuous				s 3.35
		f 7.37		No Office		27.58	..... LARCHLAND	179.28	182.96		21	No Office				f 3.22
		s 7.50		7:30 a.m. to 4:30 p.m.		33.63	..... ROSEVILLE	173.17	176.85		59	No Office				s 3.10
		s 7.59		7:15 a.m. to 4:15 p.m.		38.45	..... SWAN CREEK	168.41	172.09		40	No Office				s 3.00
		s 8.05		No Office		40.46	..... YOUNGSTOWN	166.40	170.07		7	No Office				s 2.56
		f 8.13		No Office		44.68	..... WALNUT GROVE	162.18	165.87		31	No Office				f 2.47
P.M. L 5.00		A 8.22 L 8.35		Continuous	B.C.K. R.W.Y. Yd.	50.10	Galesburg Div. Crossing (Interl.) BUSHNELL	156.76	160.37	Yd.	Yd.	Continuous				L 2.35 A 7.15
		s 8.51		7:00 a.m. to 4:00 p.m.		59.47	..... ADAIR	147.39	151.32	24	25	No Office				s 2.09 7.03
A 5.25 P.M.		s 9.00		7:00 a.m. to 4:00 p.m.	Yd.	64.91	..... TABLE GROVE	141.95	145.87		46	No Office				L 2.00 L 6.50 A 1.30 P.M.
	P.M. L 12.10	A 9.20 A.M.	L 12.55	Continuous	B.W.Y. R. Yd.	70.19	..... VERMONT	136.67	140.60		125	Continuous	A 2.20	P.M. A 12.50	L 1.15 P.M.	
	s 12.20		s 1.06	8:30 a.m. to 5:30 p.m.		76.86	..... ASTORIA	130.00	133.60	38	52	No Office	s 2.02	s 12.38		
	s 12.30		f 1.13	No Office		81.25	..... BADER	125.61	129.38		30	No Office	f 1.50	s 12.30		
	s 12.36		s 1.22	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 1.41	s 12.20		
	s 12.44		s 1.32	No Office		89.80	..... FREDERICK	117.06	120.78		35	No Office	s 1.32	s 12.10		
A 12.55 P.M.		A 1.55 A.M.		Continuous	B.C.K. O.R.T. W.Yd.	93.69	..... BEARDSTOWN	113.17	116.94	Yd.	Yd.	Continuous	L 1.25 A.M.	L 12.01 P.M.		
				No Office	B.C.K. O.R.W. Yd.	94.69	..... BEARDSTOWN YARD	112.17	115.89	Yd.	Yd.	No Office				
Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily				..... SCHEDULED TIME						Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday
0:25 35.5	0:45 31.3	2:40 25.9	1:00 23.5				..... AVERAGE MILES AN HOUR						0:55 52.6	0:49 28.8	3:15 21.6	0:30 35.5

FOOTNOTES ON PAGE 3.

Rio and Beardstown—Sub-division.

BEARDSTOWN DIVISION.

TIME TABLE No. 5.

EFFECTIVE MAY 9, 1943.

FOOTNOTES

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

Rules D-251, D-252, D-254 and 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.

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

No. 119 and No. 120 will stop at Bushnell for passengers to or from Table Grove and Galesburg.

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 about 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, 10:30 p. m. via West track.
Arrives Bushnell 1:00 a. m.

No. 70 Leaves Bushnell 4:00 a. m. via East track from Vermont.
Arrives Beardstown 5:30 a. m.

No. 80 Leaves Bushnell 5:15 p. m. East track from Vermont.
Arrives Beardstown 7:15 p. m.

Beardstown and St. Louis—Sub-division.

BEARDSTOWN DIVISION.

TIME TABLE No. 5.

EFFECTIVE MAY 9, 1943.

FOOTNOTES

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

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

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

Double Track: Beardstown to Frazier; Gibbs to Concord.

Centralized Traffic Control in effect between Frazier and Gibbs.

No train order signal at East Alton. Conductors and Enginemen of Northward trains must have Clearance Form A when operator on duty. Between 2:00 p. m. and 3:00 p. m., and between 11:00 p. m. and 6:00 a. m. Clearance Form A must be obtained at Wann.

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

Spring switch located at south end Beardstown empty yard, M. P. 114.2.

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, 6:15 a. m.
Arrives Concord 7:00 a. m.

No. 73 Leaves Concord daily, 9:00 p. m.
Arrives Beardstown Yard 9:30 p. m.

Beardstown and St. Louis—Sub-division

BEARDSTOWN DIVISION.

TIME TABLE No. 5.

EFFECTIVE MAY 9, 1943.

SOUTHWARD					STATIONS	M. P. Location	Capacity of		Office Open Week Days	NORTHWARD						
SECOND CLASS		FIRST CLASS					Signs	Distance from Beardstown		Stidings	Other Tracks	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						47	11	51	61	77		
		P.M. L 1.15	A.M. L 6.45	A.M. L 2.20	B.C.K. O.R.T. W.Yd.	116.94	Yd.	Yd.	Continuous	A.M. A 11.40	P.M. A 7.30	A.M. A 1.00				
					B.K.O. R.W.Yd.	1.00			No Office				P.M. A 5.40	A.M. A 6.30		
		f 1.25	f 6.56	f 2.32	F.	6.72		26	No Office	f 11.29	f 7.15	12.46				
						8.77			No Office							
		s 1.30	s 7.04	f 2.39		10.32		33	7:00 a.m. to 4:00 p.m.	s 11.23	s 7.10	f 12.40				
						12.84		36	No Office							
8.45	8.30	s 1.41	A 7.13 A.M.	s 2.50	B.R. W.Y.Yd.	14.84		36	102	Continuous	s 11.16	L 7.02 P.M.	s 12.32	5.15	5.55	
9.10	8.40	s 1.49		s 3.00	Y.	19.03		38	45	Continuous	s 11.09		s 12.24	5.05	5.40	
		f 1.55		f 3.07	F.	22.72		94	23	No Office	f 11.00		f 12.16			
9.30	8.50	s 1.59		f 3.11		24.17		92	23	8:30 a.m. to 5:30 p.m.	s 10.56		12.13	4.53	5.15	
9.55	8.59	s 2.07		s 3.21		29.21		87	29	8:00 a.m. to 5:00 p.m.	s 10.48		s 12.05	4.43	5.00	
10.15	9.09	s 2.19		f 3.33		35.26		81	31	8:30 a.m. to 5:30 p.m.	s 10.37		f 11.54 A.M.	4.33	4.40	
		s 2.26		f 3.42	F.	39.65		77	29	No Office	s 10.29		f 11.47			
10.30	9.20	s 2.29		s 3.45		41.07		75	90	2	No Office	s 10.26		s 11.44	4.23	4.20
						41.70		75	27							
						43.61		73	33							
11.00	9.31	s 2.35		s 3.57	W.	44.24		72	36	62	8:00 a.m. to 5:00 p.m. 9:00 p.m. to 5:00 a.m.	s 10.19		s 11.36	4.13	3.57
11.23	9.46	s 2.45		f 4.10		51.49		65	45	13	No Office	s 10.06		f 11.23	3.59	3.25
A.M. 12.20	9.58	s 2.54		s 4.22		56.30		60	64	34	8:30 a.m. to 5:30 p.m.	s 9.58		s 11.15	3.47	3.05
12.45	10.22	s 3.03		s 4.35	C.W.	61.41		55	53	31	8:30 a.m. to 5:30 p.m.	s 9.47		f 11.05	3.32	2.45
		s 3.11		f 4.43	F.	65.86		51	08	16	No Office	s 9.38		10.55		
1.15	10.40	s 3.17		s 4.52		68.99		47	95	30	8:30 a.m. to 5:30 p.m.	s 9.32		s 10.50	3.17	2.20
		s 3.24		f 5.01		73.17		43	74	8	No Office	s 9.23		10.42		
						78.33		38	61							
1.50	11.02	s 3.34		f 5.13		78.45		38	49	30	25	Continuous	s 9.14	f 10.34	2.50	1.50
						88.65		28	28	35	3	No Office	f 8.57	f 10.18	2.05	12.45
					F.W.Y.	90.21		26	73							
2.30	11.37	s 3.50		s 5.47	B.R. Y.Yd.	90.31		26	63			6:00 a.m. to 2:00 p.m. 3:00 p.m. to 11:00 p.m.	s 8.53	s 10.15	1.50	s 12.30 A.M.

Trains between East Alton and Bridge Jct. are governed by joint time table of NYCRR and The Alton R. R.

Daily	Daily	Daily	Daily Ex. Sunday	Daily		M. P. Location	Stidings	Other Tracks	Office Open Week Days	Daily Passenger	Daily Ex. Sunday Passenger	Daily Passenger	Daily Mdse.	Daily Mdse.	
7:30 14.7	4:45 23.8	3:45 30.1	0:28 31.7	4:44 23.9	B.C.F. K.O.R. T.W.Yd.	109.96			No Office	s 8.19			s 9.40	L 1.00 P.M.	L 11.00 P.M.
					B.K.R. Yd.	113.17			Continuous	L 8.05 A.M.			L 9.26 P.M.		
										Daily	Daily Ex. Sunday	Daily	Daily	Daily	
										3:35 32.4	0:28 31.7	3:34 32.5	4:40 24.3	7:30 14.7	

FOOTNOTES ON PAGE 3.

Concord and Centralia—Sub-division

BEARDSTOWN DIVISION.

TIME TABLE No. 5.

EFFECTIVE MAY 9, 1943.

SOUTHWARD			Office Open Week Days	Signs	Distance from Concord	STATIONS	Distance from Centralia	M. P. Location	Capacity of		Office Open Sundays	NORTHWARD							
SECOND CLASS		FIRST CLASS							Daily Ex. Sunday Passenger	Daily Ex. Sunday Passenger		Daily Mds.	Daily Mds.	Siding	Other Tracks	FIRST CLASS		SECOND CLASS	
Daily Mds.	Daily Mds.	12														11	73	73-A	
70-A	70	12				CONCORD	120.22		Yard	102	Continuous	P.M. A 7:01	P.M. A 9:00						
	L 7:30	L 7:14	Continuous	B.R.W. Y.Yd.		4.53 JOY PRAIRIE	115.69	4.44		8	No Office	f 6:55							
		f 7:20	No Office	F.	10.29	5.76 Wabash Crossing (Interlocked)	109.93	10.15											
	7:55	s 7:30	Continuous	Yd.	10.49	0.20 JACKSONVILLE	109.73	10.25	Yard	106	Continuous	s 6:45		8:40					
			No Office		10.59	0.10 Alton Crossing (Interlocked)	109.63	10.36											
		s 7:39	No Office		17.40	6.81 PISGAH	102.82	17.32		17	No Office	f 6:32							
	8:20	s 7:49	7:30 a.m. to 4:30 p.m.	W.	22.59	5.19 FRANKLIN	97.63	22.53	145	43	No Office	s 6:24		8:15					
	8:35	s 7:59	7:30 a.m. to 4:30 p.m.		28.46	5.87 WAVERLY	91.76	28.76		45	7:30 a.m. to 4:30 p.m.	s 6:15		7:50					
	8:50	s 8:08	7:00 a.m. to 4:00 p.m.		34.88	6.42 LOWDER	85.34	35.38		24	No Office	s 6:03		7:35					
	9:05	s 8:17	8:00 a.m. to 5:00 p.m.	B.C.W. Y.Yd.	39.79	4.91 VIRDEN	80.43	40.19	Yard		No Office	s 5:55		7:20					
					42.08	2.29 I. T. Crossing (Auto. Interl.)	78.14	42.48		16									
					43.48	1.40 Alton Crossing (Interlocked)	76.74	44.47											
	9:20	s 8:25	Continuous		43.68	0.20 GIRARD	76.54	44.67		60	Continuous	s 5:47		6:50					
		f 8:33	No Office	F.	47.82	4.14 McVEY	72.40	48.81			No Office	f 5:40							
	9:38	s 8:40	No Office		52.08	4.26 ATWATER	68.14	53.08	155	22	No Office	s 5:32		6:30					
		s 8:49	No Office	F.	56.98	4.90 BARNETT	63.24	57.96		24	No Office	s 5:25							
	9:55	s 9:00	8:00 a.m. to 12:00 Mn.	B.K. T.W.Yd.	63.27	6.29 LITCHFIELD	56.95	64.25	Yard		No Office	s 5:15		6:00					
					63.47	0.20 C. C. C. & St. L. Crossing (Interl.)	56.75	65.25											
					64.47	1.00 Wab. and I. C. Crossing (Interl.)	55.75	65.35											
	10:15	s 9:12	No Office	F.	71.18	6.71 WALSHVILLE	49.04	72.06	150	10	No Office	s 5:03		5:40					
	10:30	s 9:22	Continuous		76.98	5.80 N. Y. C. & St. L. Crossing (Interl.)	43.24	77.96	160	50	Continuous	s 4:56		5:15					
		s 9:28	No Office	F.	80.73	3.75 RENO	39.49	81.80		14	No Office	s 4:47							
	10:50	f 9:34	No Office	C.W.	84.07	3.34 AYERS	36.15	85.13	175	10	No Office	f 4:42		4:42					
	11:15	s 9:45	Continuous		91.99	7.92 P. R. R. Crossing (Interlocked) SMITHBORO	28.23	93.19	155	31	Continuous	s 4:31		4:00					
		s 9:54	No Office	F.	97.10	5.11 HOOKDALE	23.12	98.29		23	No Office	s 4:21							
		s 10:01	No Office	F.	101.11	4.01 TAMALCO	19.11	102.81		28	No Office	s 4:15							
	11:35	s 10:06	7:45 a.m. to 4:45 p.m.	W.	103.33	2.22 KEYESPORT	16.89	104.54	145	22	No Office	s 4:11		3:25					
		s 10:13	No Office	F.	107.57	4.24 BOULDER	12.65	109.78		12	No Office	s 4:04							
A.M. L 11:35	11:55	s 10:22	Continuous		113.72	6.15 SHATTUC	6.50	114.92		26	Continuous	s 3:55		P.M. A 2:55					
A 11:55 A.M.	A 12:15 P.M.	10:33	Continuous	B.C.K. R.O.T. Yd.	119.82	6.10 CENTRALIA YARD Southern Ry. Jct.	0.40	120.96	Yard		Continuous	3:43	L 2:30 P.M.	L 2:30 P.M.					
		A 10:37 A.M.	No Office	B Yd.	120.22	0.40 CENTRALIA		121.42	Yard		No Office	L 3:40 P.M.							
Daily 0:20 19.5	Daily 4:45 25.2	Daily Ex. Sunday 3:23 35.7				SCHEDULED TIME						Daily Ex. Sunday 3:21 36.2		Daily 6:30 18.5					
						AVERAGE MILES AN HOUR								Daily 0:25 15.8					

FOOTNOTES ON PAGE 6.

Concord and Centralia—Sub-division

BEARDSTOWN DIVISION.

TIME TABLE No. 5.

EFFECTIVE MAY 9, 1943.

FOOTNOTES

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

Single track M. P. 1.44 to Waverly, Girard to Shattuc, south crossover Crooked Creek Bridge M. P. 119.27 to south end Centralia yard M. P. 121.33.

Double track Concord to M. P. 1.44, Waverly to Girard, Shattuc to Centralia yard.

Rules D 251, D 252 and D 254 in effect between Concord and M. P. 1.44, Waverly and Girard, Shattuc and Centralia yard.

Rule 318 B in effect between Concord and Centralia.

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

Spring switch located at end of double track, M.P. 1.44.
Normal position is for northward trains.

Spring switch located at end of double track, Waverly.
Normal position is for southward trains.

Spring switches located as follows:

Jacksonville, south end siding.
Franklin, south end siding.
Atwater, south end siding.
Litchfield, south end siding.

Sorento, south end siding.
Ayers, south end siding.
Smithboro, south end siding.
Keyesport, south end siding.

Local Extra leaves Beardstown about 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.

No. 70-A leaves North St. Louis daily, 6:00 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. 5.

EFFECTIVE MAY 9, 1943.

SOUTHWARD				STATIONS	Distance from Zeigler Jct.	Signs	Distance from Zeigler	Capacity of Sidings	Office Open	NORTHWARD									
FIRST CLASS										Daily Ex. Sunday Passenger	Daily Ex. Sunday Passenger	P.M. L 2.00	A.M. L 11.59	Yd.	No Office	P.M. A 12.20	P.M. A 2.20		
				.....ZEIGLER JCT.....			2.65	Yard	No Office									
				.....ZEIGLER.....				Yard	No Office									

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

Horton and West Frankfort—Sub-division

BEARDSTOWN DIVISION.

TIME TABLE No. 5.

EFFECTIVE MAY 9, 1943.

NORTHWARD				STATIONS	Distance from West Frankfort	Signs	Distance from Horton	Capacity of Sidings	Office Open	SOUTHWARD									
FIRST CLASS										Daily Ex. Sunday Passenger	Daily Ex. Sunday Passenger	P.M. L 1.25	P.M. L 12.28	Y.	No Office	P.M. A 12.55	P.M. A 1.52		
				.....HORTON.....					No Office									
				..WEST FRANKFORT YARD...			2.10	Yard	No Office										
				..C. & E. I. Crossing (Grade)...				Yard	No Office										
				.....WEST FRANKFORT.....														

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

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. 5.

EFFECTIVE MAY 9, 1943.

SOUTHWARD				Office Open Week Days	Signs	Distance from Concord	STATIONS	Distance from Herrin	M. P. Location	Capacity of		Office Open Sundays	NORTHWARD	
FIRST CLASS		Daily Mdse.	Daily Ex. Sunday Passenger							Daily Ex. Sunday Passenger	Daily Mdse.		FIRST CLASS	
													14	12	11	15
				Continuous	B.C.K.O R.T.W. Yd.	119.82	.....CENTRALIA YARD..... .....Southern Ry. Jct..... 0.40	53.30	120.96	Yard	Yard	Continuous		
		P.M. 1 45	A.M. 10:50	No Office	B.K.R. Yd.	120.22	.....CENTRALIA..... 0.88	52.90	121.42	Yard	Yard	No Office	P.M. A 3:35	P.M. A 12:20
						121.10	Mo.-III. Crossing (Interlocked) 0.30	52.02	122.30					
						121.40	III. Cent. Crossing (Interlocked) 0.10	51.72	122.60					
						121.50	Southern Ry. Jct. (Interlocked) 6.59	51.62	122.70					
		2:06	f 11:00	No Office	F.W.	128.00	.....CRAVAT..... 7.29	45.03	129.30		14	No Office	f 3:20	12:01 P.M.
		2:15	s 11:12	Continuous		135.38	.....L. & N. Crossing (Interlocked). .....WOODLAWN..... 8.09	37.74	136.62		39	Continuous	s 3:11	11:50
		2:26	s 11:23	7:30 a.m. to 5:30 p.m.	W.	143.47	Mo. Pac. Crossing (Interlocked) .....WALTONVILLE..... 8.60	29.65	144.64		125	No Office	s 2:59	11:38
		2:38	s 11:36	8:00 a.m. to 5:00 p.m.	C.W.Y. Yd.	152.07	.....SESSER..... 4.44	21.05	153.23	Yard	Yard	No Office	s 2:47	11:25
			f 11:42	No Office	F.W. Yd.	156.51	.....VALIER MINE..... 1.00	16.61	157.42	Yard	Yard	No Office	f 2:37	
			s 11:45	No Office		157.51	.....VALIER..... 2.86	15.61	158.71		5	No Office	s 2:35	
		2:50	s 11:52	Continuous	B.C.K. W.Y. Yd.	160.37	III. Cent. Crossing (Interlocked) .....CHRISTOPHER..... 3.28	12.75	161.57	Yard	Yard	Continuous	s 2:29	11:13
		2:55	s 11:59 P.M. 12:20	4:00 p.m. to 1:00 a.m.	Yd.	163.65	.....ZEIGLER JCT..... 0.10	9.47	164.76		75	No Office	s 2:20 2:00	11:08
						163.75	Mo. Pac. Crossing (Auto. Interl) 2.30	9.37	165.00					
		3:00	f 12:24	No Office	W.	166.05	.....CAMBON..... 1.70	7.07	167.44	125	19	No Office	f 1:55	11:04
		3:03	s 12:28 12:55	No Office	F. Yd.	167.75	.....HORTON..... 1.50	5.37	168.73			No Office	s 1:52 1:25	11:01
			s 12:58	No Office	F. Yd.	169.25	.....FREEMAN..... 2.27	3.87	170.71	Yard	Yard	No Office	s 1:21	
		A 3:10 P.M.	s 1:04	7:00 a.m. to 11:00 p.m.	B.C.K.R W.Y.Yd.	171.52	.....HERRIN JCT..... 1.20	1.60	173.01	Yard	Yard	No Office	s 1:16	L 10:55 A.M.
						172.72	Mo. Pac. Crossing (Grade).. 0.40	0.40	174.21					
			A 1:09 P.M.	7:00 a.m. to 4:00 p.m.	R.Y. Yd.	173.12	.....HERRIN.....		174.34	Yard	16	No Office	L 1:10 P.M.	
		Daily	Daily Ex. Sunday										Daily Ex. Sunday	Daily
		1:25 36.5	2:19 28.0				.....SCHEDULED TIME..... ... AVERAGE MILES AN HOUR ...						2:25 26.9	1:25 36.5

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD, 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. No train order signal Centralia Yard and Herrin Jct. Conductors and Enginemen must have Clearance Form A when operator on duty. Spring switch at end of double track, Zeigler Jct. Normal position is for northward trains.

Spring switch at north end of siding, Cambon. Trains and engines must move at restricted speed between south end of lead and Zeigler station. Normal position of switch Herrin Jct. is for Herrin Jct. and Paducah Sub-division.

CENTRALIZED TRAFFIC CONTROL

CENTRALIZED TRAFFIC CONTROL—An automatic block system upon which is superimposed manual control of certain signals and switches, which manual control is exercised by train dispatcher, or operator acting upon authority of train dispatcher.

DUAL-CONTROL SWITCH—A switch equipped with a dual-controlled switch mechanism which is provided with a hand-throw lever and a selector so arranged that when selector lever is operated, the control of switch will be transferred from the power-operated switch machine to the hand-throw lever, or from the hand-throw lever to the power-operated switch machine.

STOP SIGNAL—A fixed signal at the entrance to a route or block which is controlled both manually and automatically, and designated by the absence of a number plate.

TAKE-SIDING SIGNAL—A fixed signal located on and near the base of the signal mast, authorizing movement to siding.

LEAVE-SIDING SIGNAL—A low fixed signal, located near clearance point of siding, authorizing movement to main track and indicating condition of block.

CONTROLLED ELECTRIC SWITCH LOCK—A controlled, electrically operated mechanism with indicator that locks a switch in its normal position until released from the CENTRALIZED TRAFFIC CONTROL office.

AUTOMATIC ELECTRIC SWITCH LOCK—An automatic, electrically operated mechanism with indicator that locks a switch in its normal position when block conditions on main track are such that it would be unsafe to reverse or use switch.

CONTROLLED SIDING—A siding having a dual-controlled switch at each end, protected by Stop or Take-siding signal, all of which are under control of the train dispatcher.

CENTRALIZED TRAFFIC CONTROL is in effect on portions of the road so specified in timetable or bulletin. Limits of CENTRALIZED TRAFFIC CONTROL are further identified by roadway signs located at the entrance to or passage from that portion of the road on which the system is in effect.

515. Within CENTRALIZED TRAFFIC CONTROL limits, signals will govern the use of blocks and movement over controlled switches; and, unless otherwise provided, their indications supersede timetable superiority and take the place of train orders. They do not dispense with the use or observance of other signals whenever or wherever they may be required.

516. **AUTOMATIC INTERMEDIATE BLOCK SIGNALS** govern the use of intermediate blocks between controlled sidings and may be stop-and-proceed, or grade signals. Automatic block system rules are in effect for intermediate blocks governed by such signals. Stop-and-proceed signals are designated by number plate, and grade signals by purple marker.

517. Enginemen and trainmen must comply with the signal indications and also with the instructions of the train dispatcher, in all movements made within CENTRALIZED TRAFFIC CONTROL limits.

518. When a train is delayed at a stop signal and cause is unknown, or in case of any unusual delay, conductor or engineman must notify train dispatcher at once.

519. When a train is stopped by a stop-signal it must stay until authorized to proceed.

520. When a stop-signal does not clear and it is possible to communicate with the train dispatcher and the train dispatcher knows that there is no opposing train in the block, instructions may be issued to proceed under authority of Clearance Form F.

521. When a train or engine is authorized to pass a stop-signal, which fails to clear, with a Clearance Form F, trainman or engineman must examine the switch points and observe them until leading truck of engine or car has passed the signal 50 feet.

522. Trains stopped or delayed after having passed intermediate signal displaying a clear indication, must approach the next signal at restricted speed until indication of governing signal can be determined.

523. The main track and controlled sidings must not be entered or fouled unless the movement is authorized by a signal indication, or by permission from the train dispatcher.

524. **CONTROLLED SIDINGS** are not protected by signals between clearance points. Trains must move at restricted speed, not exceeding speed authorized by timetable through turnouts and sidings.

525. When trains meet within CENTRALIZED TRAFFIC CONTROL limits, and it is not necessary to stop for opposing train, headlight will be dimmed instead of extinguished when on siding, and opposing train may pass same, and be governed by signal indication.

526. When stopping at a signal, no part of train or engine should pass the signal.

527. A train or engine entering a block between signals, on authority of train dispatcher, must be protected as required by the rules and must proceed at restricted speed to the next governing signal.

528. A train or engine or cars on sidings or other tracks must stand clear of insulated joints placed in the track at the clearance point. When a train or engine enters a siding or other track, the main track switch must be kept open until the entire train has passed the insulated joints at the clearance point.

Trains or engines proceeding from sidings or other tracks, must remain clear of insulated joints at the clearance points on such tracks until the main track switch has been opened.

529. A train or engine having passed beyond the limits of a block must not back into that block, except by permission from the train dispatcher.

530. In foggy or stormy weather, enginemen must approach all signals with great care, prepared to comply with the indication displayed.

531. When a work extra is authorized within CENTRALIZED TRAFFIC CONTROL limits, the train dispatcher will instruct conductor either the time and place the work extra must be clear for other trains or the time to call on telephone for further instructions.

The levers controlling signals and switches at each end of the working limits must be blocked and no other train or engine permitted to enter the working limits until the work extra is clear.

Flag protection will not be required within the working limits except on two or more tracks where other tracks may be obstructed.

532. To operate a dual-control switch by hand, or to make any switch movements over a dual-control switch, trainman or engineman must secure permission from the train dispatcher. When permission (including time and working limits) is granted, engineman must be notified and switch must be operated by hand in the following manner.

1. Unlock switch lock on dual-selector lever.
2. Move dual-selector lever from position marked "POWER" to position marked "HAND."
3. In addition to above, when necessary to reverse the switch points, throw switch in regular manner with lever provided for that purpose.

If additional time is required, permission must be secured from the train dispatcher before the time limit has expired.

When time limit has expired or work is completed, switch must be restored to position in which originally found, and engineman notified. Train dispatcher must be advised of the location of train or engine, and the next movement desired.

When a dual-control switch is being operated by hand, or dual-selector lever is on position marked "HAND", signal indications governing movements over such switch are suspended.

The permission granted by the train dispatcher to operate a dual-control switch by hand does not authorize any part of the train or engine to move beyond the designated working limits, nor does it authorize movements over such switch except on hand signal from trainman or engineman stationed at the switch.

The selector and hand-throw lever must not be forced. They will move easily when in mesh, although some manipulation of first one and then the other may be necessary to get them in proper mesh. If the switch was lined for the siding when hand operation started, it must be again lined for siding before selector lever is restored to "POWER" position.

533. When hand-operated switches are equipped with electric locks, trainman or engineman must obtain permission from the train dispatcher before using. Switches must then be operated as follows:

1. Unlock and open door of case.
2. If the indicator shows the word "UNLOCKED", turn crank to the left until it is against its stop block, then throw switch.

When finished using switch, proceed as follows:

1. Place the switch in its normal position and lock.
2. Turn the crank of electric lock to the right until it is against its stop block.
3. Close and lock door of case.
4. Call the train dispatcher and report the completion of movement and that switch is properly locked.

534. When a train or engine is occupying the main track and has permission to operate a switch equipped with Automatic Electric Switch Lock, the leading truck of engine or car must be not less than one rail length ahead of switch before Electric Switch Lock can be operated.

535. When a train or engine is using a hand-operated switch equipped with Electric Switch Lock, and the head end of train has entered the siding and portion of train is left on the main track, the Electric Switch Lock Lever MUST BE LEFT REVERSED until the head end of train has again returned to the main track. It must return to the main track through the same switch, as Electric Switch Lock on opposite end of track cannot be operated under these conditions. This applies to either Controlled or Automatic Electric Switch Lock.

536. Drop switches must not be made over power-operated switches.

537. Enginemen must not permit ash pans or front end of engines to be cleaned on the tracks and switches over which movements are governed by signal indication except at points designated by the Superintendent. Sand must not be used, ash pans cleaned, water allowed to run or blow-off cocks opened over movable parts of controlled switches or between the signals which govern the movements, in either direction, over these switches.

SPECIAL INSTRUCTIONS

Master Mechanic	C. E. Plott, Beardstown.
Road Foreman of Engines	L. G. Standley, Beardstown
Train Master and Chief Dispatcher	H. B. F. Sayre, Beardstown
Trainmaster	M. I. Swennes, Beardstown
Trainmaster	S. R. Harris, Galesburg
Trainmaster	E. C. Ackerman, Galesburg

TRAIN DISPATCHERS

E. C. Garnier	P. M. Green
R. S. Best	A. R. Connell
A. D. Halst	

1. Where manual or controlled manual block system rules are in effect light engines, mail and express trains will be handled the same as passenger trains.

Freight trains carrying passengers or caretakers will be handled the same as passenger trains, except where otherwise stated in footnotes, or on sub-divisions where Rule 907 is in effect. Conductors will advise train dispatcher when passengers or caretakers on their train.

Under Rule 93, trains handling occupied outfit cars or carrying caretakers must be protected as prescribed by Rule 99.

Where Rules D-251, D-252 and D-254 are in effect, freight trains stopped by train order signal at stations where sidings are located on or near schedule of first class trains will clear the main track at once unless otherwise advised by signalman. Conductors must advise promptly when clear of main track and receive permission from signalman before they can return to main track.

Rule 374 in Book of Rules of Operating Department is modified to read as follows:

"When a train is passed by a passenger train at a non-communicating station, except in automatic block signal territory, the train passed must wait ten minutes and then proceed at restricted speed to the next available point of communication."

2. Train order signal must indicate "Stop" in both directions at end of reverse movement, and Clearance Form A with copy of train order must be delivered to the train completing reverse movement, unless movement is controlled by signal indication.

A train authorized by train order to move against the current of traffic must approach all interlocking at restricted speed.

3. USE OF TRACK. Where there are two sidings for meeting or passing trains the right-hand track must be used unless otherwise provided.

When necessary to take siding, advance track at end of double track must be used only by trains leaving double track unless otherwise provided.

Trains between Shattuc and East St. Louis and North St. Louis are governed by rules and timetables of B. & O. R. R., T. R. R. Assn., N. Y. C. R. R. and Alton R. R., Illinois Terminal R. R., and Hannibal Division.

At Shattuc, train and enginemen must have permission from operator at Tower before handling switches leading to or from either main track to B. & O. R. R. connection.

Southern Railway trains and engines will use C. B. & Q. tracks between Southern Ry. Jct. at Centralia Yard and Southern Ry. Jct. at MP 122.70. Between these points time-table superiority of trains is abolished, and all trains and engines must move at restricted speed.

Normal position of Southern Railway Junction switch, Centralia Yard, is for Southern Railway main track. C. B. & Q. southward trains and Southern Railway eastward trains must stop before passing this switch.

Normal position of switch at end of double track at MP 121.33, Centralia Yard, is for freight yard lead.

Mo. Pac. R. R., I. C. R. R. and Mine Co. engines will use C. B. & Q. tracks between south end of lead and Zeigler station. All movements must be made at restricted speed.

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, Plasa.

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:

- Bushnell, Swift's track, must not go beyond frog.
- 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 tracks 1 and 2.

- Lower, elevator track.
- Girard, siding.
- Sorento Interchange track good for 450 feet from point of switch.
- 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.
- Barnett, house track.
- Smithboro, house track.
- Hookdale, house track.
- Tamaleo, house track.

The Alton R. R. crossings between West Roodhouse and Whitehall; I. T. crossing south of Virden; C. C. & St. L. crossing, Forman 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. Trains must be identified at meeting or waiting points.

5. 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).

6. 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.

7. 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.

8. Rule 914 in Book of Rules of Operating Department is modified to read one mile instead of 3,000 feet.

Under Rule 914, on trains equipped with communicating signal system, the proceed signal will be given by one short sound of the communicating signal.

SPECIAL INSTRUCTIONS—Concluded

9. Rule 908 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.

Under Rule 908, train will be notified of occupied Company service cars when such cars occupy sidings or station tracks used as sidings.

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.

Should train or enginemen observe that highway crossing signals or gates are not operating properly, the fact should be reported promptly by wire to the Superintendent and Chief Dispatcher.

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. The use of cupola lights has been discontinued and that part of Rule D-19 of Rules of the Operating Department reading, "A red light to the rear and a green light to the front must be displayed in cupola of cabooses while on main track," is abolished.

17. Rule 919 is modified to permit the use of a white electric lantern; the red lantern must be oil burning.

18. High or wide loads which are moving in train with restrictions on account of limited overhead or side clearance, must be handled next to engine when practicable.

19. Sand must not be used, ash pans cleaned, water allowed to run or blow-off cocks opened over movable parts or between route signals which govern the movements through an interlocking.

20. Night signals to be used under Rule 906 are modified as follows:
 Hot Journals Stop signal followed by lamp swung in small vertical circle.
 Brakes sticking Stop signal followed by lamp in sliding movement out from body.

SPEED RESTRICTIONS.

1. 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.

Clear indication of block signals does not modify the requirements of Rule 93. When running against the current of traffic all trains and engines must move within yard limits at restricted speed.

2. Enginemen handling light engines must approach all hazardous road crossings where view is obscured prepared to stop; and when advised by train dispatcher that maintenance men have no advice of the movement, also when making movement against the current of traffic, must run at restricted speed on curves and where view is obscured and use extreme care to avoid striking motor cars.

Light engines may operate at 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.

Passenger trains handling freight equipment must not exceed maximum speed authorized for freight trains unless otherwise provided.

Gas-electric motor cars may operate on the various sub-divisions at maximum speed authorized for passenger trains, but must not exceed 60 miles an hour. On Branch lines when steam is substituted for motor service speed must be reduced 10 miles an hour below authorized speed for motor trains.

Diesel-electric power units running light must not exceed 60 miles an hour. To prevent damage to traction motors, when handling electrically operated power units dead in train the maximum speed must not exceed:

- Gas-electric motor cars 60 M. P. H.
- Diesel-electric power units 75 M. P. H.
- Diesel-electric switch engines 40 M. P. H.

Where subdivision maximum speeds are less they will govern.

Zephyr-type trains and Gas or Diesel-electric motor trains and engines must not be run over inundated tracks if the water is more than five inches above top of rail, and when operating through water, speed must not exceed six miles an hour.

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 6.)		
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:		
B, S-4, S-4-A, O-5, O-5-A, 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-1, O-1-A, O-3, 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

SPEED RESTRICTIONS—Concluded

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.	LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.	
RIO AND BEARDSTOWN SUB-DIVISION			CONCORD AND CENTRALIA SUB-DIVISION —Concluded			
Maximum speed:			Head end of trains over I. T. Crossing, MP 42.48.....	20	20	
Rio-Bushnell.....	35	20	C. C. C. & St. L., Wabash and Illinois Central crossings, Litchfield.....	40	40	
Bushnell-Beardstown.....	45	40	M-2 and M-4-A engines using Wabash Connection at Litchfield and stock track Virden will do so at slow speed.....			
M-2 engines.....		30	Over three street crossings at Keyesport.....	20	20	
M-2-A engines.....		35	Engines running backward.....	20	20	
Loaded tank cars Rio-Bushnell.....		20	CENTRALIA AND HERRIN SUB-DIVISION			
Over all street crossings at Monmouth.....	8	8	Maximum speed.....	45	40	
Over street crossings Vermont.....		15	M-2 engines.....		30	
Through crossovers Vermont.....		20	M-2-A engines.....		35	
Over crossings at Browning.....		8	Illinois Central Crossing, Centralia.....	30	30	
Southward Bader to Browning.....	30	20	O-1 or larger engines on mine spurs and in mine yards.....		10	
Over Illinois River Bridge Beardstown.....	15	15	Through spring switch end of double track, Zeigler Jct.: Facing point movement.....	25	25	
On West track Beardstown and Vermont between MP 130.75 and MP 131.10.....		25	Trailing movement.....	15	15	
Engines running backward:			Through spring switch north end of siding Cambon: Facing point movement.....	25	25	
Rio-Bushnell.....	10	10	Trailing movement.....	10	10	
Bushnell-Beardstown.....	20	20	Northward trains through east wye switch at Horton.....	10	10	
BEARDSTOWN AND ST. LOUIS SUB-DIVISION			Head end of trains over Mo. Pac. Crossing, MP 165....	20	20	
Maximum speed.....	45	40	Engines running backward.....	20	20	
Beardstown-Concord, M-2 engines.....		30	ZEIGLER JCT. AND ZEIGLER SUB-DIVISION			
Beardstown-Concord, M-2-A engines.....		35	Maximum speed.....	25	25	
Through turnouts, end of double track Frazier and Gibbs.....	25	25	O-1 or larger engines on mine spurs and in mine yards.....		10	
Between Beardstown Depot and south end Beardstown yard.....	30		Engines running backward.....	20	20	
Over switches Beardstown yard office.....	20		HORTON AND WEST FRANKFORT SUB-DIVISION			
Northward Gibbs to Arenzville.....	30	15	Maximum speed.....	25	25	
Through turnout from East Alton line at Concord.....	25	25	O-1 or larger engines on mine spurs and in mine yards.....		10	
Between home signals Chaplin.....	20	20	Engines running backward.....	20	20	
Between MP 95.25 and MP 96.25.....	30	30	HERRIN JCT. AND PADUCAH SUB-DIVISION			
Southward on reverse curves between MP 84.20 and MP 83.35.....	30	30	Maximum speed.....	40	45	
Northward on reverse curves between MP 83.35 and MP 84.20.....	30	15	O-1, O-1-A, R-4, R-5 engines.....	35	45	
Head end of trains over the two Alton R. R. crossings between West Roodhouse and White Hall.....	20	20	Between MP 212 and M. P. 219.....		35	
Through White Hall.....	20	20	Around curve at wye connection with P. & I. R. R....	8	8	
Around curve Piasa station.....	25	25	Over Ohio River Bridge, Metropolis.....	20	20	
Over Alton crossing, MP 38.61.....	20	20	Head end of trains over C. C. C. & St. L. Crossing, Forman.....	20	20	
Engines running backward.....	20	20	Engines running backward.....	20	20	
CONCORD AND CENTRALIA SUB-DIVISION			SPEED OF TRAINS			
Maximum speed.....	45	40	Miles per Hour		Time per Mile	
M-2 engines.....		30	Miles per Hour	Minutes	Seconds	Miles per Hour
M-2-A engines.....		35		Minutes	Seconds	
Trailing movements through spring switch, M. P. 1.44	15	15	5.....	12	0	35.....
Alton R. R. and Wabash crossings, Jacksonville.....	10	10	10.....	6	0	40.....
Engines must be moved carefully on Jacksonville house and industry tracks.....		4	15.....	4	0	45.....
Over spring switch, end of double track, Waverly, in both directions.....	15	15	20.....	3	0	50.....
Over public street crossings just south of Waverly Depot.....	20	15	25.....	2	24	55.....
			30.....	2	0	60.....