

DIVISION OFFICERS

J. McEWEN..... Superintendent..... Carbondale
 P. H. WALDORF..... Terminal Superintendent..... East St. Louis
 D. H. MILLER..... Assistant Superintendent..... Herrin
 J. A. GRIFFIN..... Terminal Train Master.. East St. Louis
 W. B. HEALY..... Terminal Train Master.. East St. Louis
 C. S. SCOTT..... Train Master..... Carbondale
 E. C. HARPER..... Train Master..... Carbondale
 H. A. RUST..... Assistant Train Master.... Carbondale
 H. J. HEMAN..... Assistant Train Master.. Pinckneyville
 A. C. RABORN..... Traveling Engineer..... Carbondale
 H. F. WILSON..... Chief Train Dispatcher.... Carbondale
 J. P. WESTERFIELD. Ast. Chief Train Dispatcher. Carbondale
 C. C. NEELY..... Train Dispatcher..... Carbondale
 W. W. HAWTHORNE. Train Dispatcher..... Carbondale
 V. F. LYONS..... Train Dispatcher..... Carbondale
 J. R. HUFF..... Train Dispatcher..... Carbondale
 L. W. MORTON..... Train Dispatcher..... Carbondale
 R. H. GURLEY..... Train Dispatcher..... Carbondale
 J. V. METZGER..... Train Dispatcher..... Carbondale
 E. H. WERTH..... Train Dispatcher..... Carbondale
 H. PARKER..... Train Dispatcher..... Carbondale
 H. J. DILLOW..... Train Dispatcher..... Carbondale
 D. E. CAVITT..... Train Dispatcher..... Carbondale
 O. F. ALBRIGHT.... Train Dispatcher..... Carbondale
 W. D. CHRISMAN... Train Dispatcher..... Carbondale
 M. KIMBER..... Train Dispatcher..... Carbondale

SPEED TABLE

This is not for authorized speed,
 but for information only.

Seconds Per Mile	Miles Per Hour	Seconds Per Mile	Miles Per Hour
48	75	80	45
52	70	90	40
55	65	103	35
60	60	120	30
65	55	144	25
72	50	180	20

Illinois Central System

CENTRALIA ST. LOUIS MURPHYSBORO DISTRICTS

(ST. LOUIS DIVISION)

TIME TABLE No.

36

Taking Effect at 12:01 A. M.,

Sunday, July 11, 1943

Superseding Time Table No. 35 dated April 19, 1943

FOR THE GOVERNMENT OF EMPLOYEES ONLY.

F. R. MAYS, Vice President & General Manager.

J. McEWEN, Superintendent.

Mile Posts	TIME TABLE No. 36 Taking Effect July 11, 1943 STATIONS	FIRST CLASS											
		15	3	9	25		53	303	1	255	55	315	29
		The Chickasaw	The Louisiana	The Seminole	Fast Mail		City of Miami	G.M.&O. No. 1	The Creole	St. Louis Panama	The Panama Limited	G.M.&O. No. 15	The Illini
		Daily	Daily	Daily	Daily		Daily	Daily	Daily	Daily	Daily	Daily	Daily
249.9	BRANCH JCT.		L 1 14AM	L 2 54AM	L 8 14AM		L 12 01PM		L 3 14PM		L 7 22PM		L 11 39PM
252.4	CENTRALIA		s { 1 20 1 25	s { 3 00 3 05	s { 8 20 8 28		s { 12 07 12 10 ⁷⁵		s { 3 20 3 28		s { 7 28 7 31		s { 11 45 11 55 ⁷³
258.7	D IRVINGTON		1 33	3 13	f 8 38		12 16		3 36		7 38		12 03AM
262.8	RICHVIEW		1 37	3 17	f 8 46		12 20		3 40		7 42		12 07
109 266.3	C ASHLEY		s 1 43	3 21	s 9 00		12 23		s 3 50		7 46		s 12 18
273.8	D BOIS		1 52	3 29	f 9 15		12 29		3 58		7 54		12 27
95 279.8	D TAMAROA		1 59	3 35	s 9 29		12 34		4 04		8 00		12 34
70 288.6	C DU QUOIN		s 2 10	3 45	s 9 47		12 42		s 4 18	L 7 48PM	8 08		s 12 48
293.4	D DOWELL		2 16	3 50	f 9 55		12 46		4 23	b 7 54	8 13		12 54
295.5	D ELKVILLE		2 18	3 52	f 10 00		12 48		4 25	b 7 57	8 15		12 56
86 296.8	D HALLIDAYBORO		2 20	3 54	10 03		12 49		4 27	7 59	8 17		12 58
301.9	D DE SOTO		2 25	3 59	f 10 11		12 53		4 32	b 8 06	8 22		1 03
90	C NORTH YARD		2 30	4 05	10 18		12 57		4 38	8 11	8 27		1 09
308.1	C CARBONDALE	L 1 50AM	s { 2 45 2 55	s { 4 20 4 40	s { 10 35 11 00		s { 1 00 1 03		s { 4 53 5 18	A 8 15PM	s { 8 30 8 39		A 1 15AM
80 316.7	D MAKANDA	2 01 ⁷³	3 07	4 52	f 11 13		1 14		5 30		8 50		
323.9	D COBDEN	2 11	3 17	5 02	s 11 26		1 25		5 40		9 00		
100 329.2	C ANNA	2 18	3 25	a 5 10	s 11 38		1 31		s 5 50		9 07		
333.7	BALCOM	2 24	3 32	5 17	11 45		1 38		5 57		9 13		
102 338.4	D DONGOLA	2 30 ⁸⁷	3 39	5 24 ⁷⁷	s 11 54		1 45		6 04		9 19		
341.8	WETAUG	2 33	3 42	5 28	11 59		1 48		6 08		9 22		
118 345.0	D ULLIN	2 38	3 48	5 33	s 12 06PM		1 51		6 14		9 25		
108 349.5	PULASKI	2 43	3 55	5 40	c 12 15		1 56		6 20		9 30		
353.5	D VILLA RIDGE	2 48	4 01	5 46	12 22		2 00		6 27		9 34		
100 356.7	D MOUNDS	2 52	4 05 ⁸⁷	5 51 ⁸⁹	s 12 28		2 04		6 32		9 37		
361.8	C NORTH CAIRO	s { 3 02 3 13	s { 4 15 4 20 ⁷³	s { 6 02 6 10	s { 12 40 12 50		s { 2 12 2 15	L 4 50PM	s { 6 42 6 50		s { 9 44 9 47 ⁸⁷	L 9 52PM	
363.3	ILLINOIS	3 16	4 24	6 14	12 54		2 18	4 54	6 54		9 50	9 56	
364.8	BALLARD	A 3 22AM	A 4 30AM	A 6 20AM	A 1 00PM		A 2 24PM	A 5 00PM	A 7 00PM		A 9 56PM	A 10 02PM	

a—Receive or discharge revenue passengers.

b—Discharge revenue passengers from St. Louis, East St. Louis and Belleville.

c—Receive revenue passengers for Cairo and points south thereof. No. 25 stop on signal Radom.

Train No. 53 will discharge revenue passengers at Centralia, Carbondale and North Cairo from Chicago and receive revenue passengers at these stations for Jackson, Tenn. and schedule stops south thereof.

CENTRALIA DISTRICT—Northward

(Continued on page 5)

Miles from North Cairo	TIME TABLE No. 36 Taking Effect July 11, 1943 STATIONS	FIRST CLASS										
		4	54	30	16		316	2	304	26	52	10
		The Louisiana	The Panama Limited	The Illini	The Chickasaw		G. M. & O. No. 16	The Creole	G. M. & O. No. 2	Chicago Express	City of Miami	The Seminole
111.9	BRANCH JCT.	A 3 50AM	A 2 57AM	A 4 35AM				A 2 40PM		A 8 00PM	A 6 35PM	A 2 30AM
109.4	CENTRALIA	s { 3 45 3 35 ⁷⁶	s { 2 52 2 49 ⁷⁶	s { 4 30 4 20			s { 2 35 2 25		s { 7 55 ⁷² 7 40 ⁸²	s { 6 31 6 28 ⁸²	s { 2 25 2 20 ⁷⁶	
103.1	D IRVINGTON	3 23	2 40	4 08			2 12		s 7 25	6 20	2 07	
99.0	RICHVIEW	3 16	2 36	4 02			2 04		s 7 15	6 15	2 00	
98 95.5	C ASHLEY	3 08 ⁸⁰	2 32	3 57			s 1 57		s 7 05	6 12 ⁷²	1 53	
88.0	D BOIS	2 58	2 25 ⁸⁰	3 48			1 46		s 6 45	6 05	1 44	
82.0	D TAMAROA	2 50	2 19	3 41			1 37		s 6 30	5 59	1 37	
73.2	C DU QUOIN	e 2 34	2 10	s 3 30	A s 5 07AM		s 1 24		s 5 51 ⁵²	5 51 ²⁶	s 1 25 ⁸⁰	
68.4	D DOWELL	2 28	2 05	3 19	4 56		1 14		s 5 30	5 46	1 17	
66.3	D ELKVILLE	2 26	2 03	3 17	4 53		1 11		s 5 24	5 44	1 15	
90 86 65.0	HALLIDAYBORO	2 24	2 02	3 15	4 51		1 09		5 18	5 43	1 13	
59.9	D DE SOTO	2 18	1 57	3 09	4 45		1 02		s 5 10	5 38	1 08	
54.9	C NORTH YARD											
53.7	C CARBONDALE	s { 2 00 1 44 ⁵⁴	s 1 49 ⁴	L 3 00AM	s { 4 30 4 10		s { 12 50 12 25		s { 4 55 4 20	s { 5 31 5 28	s { 12 50 12 35	
80 45.1	D MAKANDA	1 32	1 39		3 59		12 13 ⁸²		s 4 06	5 17	12 23	
37.9	D COBDEN	1 21	1 29		3 49		12 03PM		s 3 52	5 06	12 13	
100 32.6	O ANNA	1 13	1 23		k 3 42		s 11 56		s 3 37	5 00	a 12 06AM	
28.1	BALOOM	1 06	1 17		3 35		11 47		f 3 22	4 54	11 56	
102 23.4	D DONGOLA	12 59	1 11		3 28		11 40		s 3 13	4 48	11 49 ⁸⁸	
20.5	WETAUG	12 55	1 08		3 25		11 37		f 3 05	4 45	11 46	
16.8	D ULLIN	12 51	1 04		3 21		11 32		s 3 00	4 42	11 42	
108 12.3	PULASKI	12 45	12 59		3 16		11 25		s 2 51	4 38	11 35	
8.3	D VILLA RIDGE	12 40	12 55		3 12		11 20		s 2 43	4 34	11 31	
5.1	D MOUNDS	12 35	12 51		3 08		11 15		s 2 36	4 31	11 27	
0.0	C NORTH CAIRO	s { 12 27 12 21	s { 12 44 12 41		s { 3 01 2 55		A 3 48AM s { 11 08 11 00		A 11 45AM s { 2 28 2 19	s { 4 25 4 22	s { 11 20 11 15	
	ILLINOIS	12 18	12 38		2 52		3 45	10 57	11 41	2 16	4 19	11 11
	BALLARD	L 12 12AM	L 12 32AM		L 2 46AM		L 3 39AM	L 10 51AM	L 11 35AM	L 2 10PM	L 4 13PM	L 11 05PM
		Daily	Daily	Daily	Daily		Daily	Daily	Daily	Daily	Daily	Daily

a—Receive or discharge revenue passengers.

e—Discharge revenue passengers from Memphis and points south thereof.

k—Receive revenue passengers for St. Louis

No. 26 stop on signal Radom.

Train No. 52 will discharge revenue passengers at North Cairo, Carbondale and Centralia from Jackson, Tenn. and schedule stops south thereof and will receive revenue passengers at these stations for Chicago.

CENTRALIA DISTRICT—Southward

Mile Posts	STATIONS	SECOND CLASS								
		69	77			75	81	79	87	73
		Southern Mdse. MS-1	Dispatch S E 1			Dispatch C B 9	Dispatch S J 3	Dispatch S M 3	Dispatch C D 1	Dispatch C N 3
		Except Monday	Except Monday		Daily	Daily	Daily	Daily	Except Monday	
249.9	BRANCH JCT. 2.5	L 1 40AM				L 10 10AM			L 7 40PM	L 9 50PM
252.4	CENTRALIA 6.3	{ 2 05 2 15			{ 10 40 53 12 15PM				{ 8 00 10 00	{ 10 20 11 59 29
258.7	IRVINGTON 4.1									
282.8	RICHVIEW 3.5									
109 266.3	ASHLEY 7.5									
273.8	BOIS 6.0									
95 279.8	TAMAROA 8.8									
70 288.6	DU QUOIN 4.8	3 00			1 30			11 30		12 55AM
293.4	DOWELL 2.1									
295.5	ELKVILLE 1.3									
86 296.8	HALLIDAYBORO 5.1									
301.9	DE SOTO 5.0									
90	NORTH YARD 1.2	{ 3 30 3 50	L 4 00AM		{ 2 00 2 15				{ 12 10AM 1 00	{ 1 20 1 40
308.1	CARBONDALE 8.6					L 5 30PM	L 10 55PM			
80 316.7	MAKANDA 7.2									2 01 15
323.9	COBDEN 5.3									
100 329.2	ANNA 4.5									
333.7	BALCOM 4.7									
102 338.4	DONGOLA 2.9		5 24 9						2 30 15	
341.3	WETAUG 3.7									
118 345.0	ULLIN 4.5									
108 349.5	PULASKI 4.0								3 30 73	3 30 87
353.5	VILLA RIDGE 3.2									
100 356.7	MOUNDS 5.1	5 51 9							4 05 3	
361.8	NORTH CAIRO 1.5	{ 6 05 6 15	{ 6 40 7 00		{ 4 40 5 25	{ 9 00 10 00 55	{ 12 30AM 12 45	A 5 00AM	{ 3 55 4 25 3	
363.3	ILLINOIS 1.5									
364.8	BALLARD	A 6 30AM	A 7 20AM		A 5 40PM	A 10 20PM	A 1 00AM			A 4 40AM

Train No. 33 will dispatch revenue passengers at North Cairo, La. and will receive revenue passengers at the stations for Chicago.

Train No. 33 will dispatch revenue passengers at North Cairo, La. and will receive revenue passengers at the stations for Chicago.

Train No. 33 will dispatch revenue passengers at North Cairo, La. and will receive revenue passengers at the stations for Chicago.

Train No. 33 will dispatch revenue passengers at North Cairo, La. and will receive revenue passengers at the stations for Chicago.

CENTRALIA DISTRICT—Northward

(Continued from page 3)

Siding, standing room, cars with engine.

Miles from North Cairo

TIME TABLE No. 36

Taking Effect
July 11, 1943

STATIONS

SECOND CLASS

		78	82		72	80	76	88		
		Dispatch M S 2	Dispatch M M 4		Dispatch N C 2	District Dispatch	Dispatch B C-4	Dispatch J S 4		
111.9	BRANCH JCT.		A 8 30PM		A 9 40PM		A 4 20AM			
109.4	CENTRALIA		{ 8 00 52 5 10 26		{ 9 10 7 10 26	A 4 00AM	{ 3 50 54 1 30AM 10			
108.1	IRVINGTON									
99.0	RICHVIEW									
98	95.5	O			6 12 52	3 08 4				
	88.0	D		3 09		2 25 54				
	82.0	D								
	73.2	C	A 4 35AM	1 45	4 30	1 25 AM 10		A 2 00AM		
	68.4	D								
	66.3	D								
90	86	65.0								
	59.9	D								
	54.9	C	4 00	1 05	3 30	11 30	11 00	1 20AM		
	53.7	C								
80	45.1	D		12 13PM 2						
	37.9	D								
	100	32.6	O			10 15 76	10 15 80			
	28.1									
102	23.4	D						11 49 10		
	20.5									
	16.8	D								
	108	12.3								
	8.3	D								
	5.1	D								
	0.0	C	{ 1 45 1 15	{ 10 05 9 30	{ 1 05 12 01PM	L 8 00PM	{ 9 15 8 45	{ 10 50 9 45		
			L 1 00AM	L 9 15AM	L 11 40AM		L 8 25PM	L 9 30PM		
			Daily	Except Sunday	Daily	Daily	Daily	Daily		

1—Dispatch revenue passengers from St. Louis and East St. Louis
 2—Dispatch revenue passengers from St. Louis and East St. Louis
 3—Local and revenue passengers for Cairo and scheduled stops beyond.

ST. LOUIS DISTRICT—Southward

Siding	Standing Room. Cars with Engines.	Mile Posts	TIME TABLE No. 36 Taking Effect July 11, 1943 STATIONS	FIRST CLASS				SECOND CLASS			THIRD CLASS
				253	201	255	15	81	79	77	245
				City of Miami	The Creole	The Panama Limited	The Chickasaw	Dispatch S J 3	Dispatch S M 3	Dispatch S E 1	Murphys- boro District Local Freight
			ST. LOUIS.....	L 10 20AM	L 1 40PM	L 5 50PM	L 10 55PM				
			RELAY DEPOT.....	s 10 38	s 1 58	s 6 08	s 11 13				
				Municipal Bridge	Municipal Bridge	Municipal Bridge	Municipal Bridge				
				Daily	Daily	Daily	Daily	Daily	Daily	Except Sunday	Except Sunday
	1.0		O... EAST ST. LOUIS.....	L 10 43AM	L 2 03PM	L 6 13PM	L 11 18PM	L 1 25 PM	L 8 15PM	L 9 00PM	
	5.2		..... CHURCH.....	10 51	2 11	6 20	11 26				
	7.8		O... BELLEVILLE.....	a 11 03	s 2 25	s 6 33	b 11 38	1 58	8 35	9 20	
	7.5										
109	21.5		D... FREEBURG.....	11 12	s 2 36	6 42	11 47				
	3.5										
116	25.0		..... LEMENTON.....	11 15	2 40	6 47	11 51				
	3.6										
98	28.6		D... NEW ATHENS.....	11 19	s 2 46	6 52	11 55	2 28	9 00	9 45	
	4.3										
96	32.9		D... LENZBURG.....	11 23	s 2 52	6 57	12 01AM				
	4.5										
123	37.4		D... MARISSA.....	11 27	s 2 59	7 02	12 06				
	4.6										
35	42.0		..... TILDEN.....	11 32	f 3 06	7 08	12 11				
	4.5										
106	46.5		O... COULTERVILLE.....	11 37	s 3 15 <i>st</i>	7 14	12 16	3 15 <i>201</i>	9 25	10 10	
	3.8										
	50.3		..... SWANWICK.....	11 41	f 3 19	7 18	12 20				
	3.0										
	53.3		..... WINKLE.....	11 44	3 22	7 21	12 23				
	3.9										
97	57.2		..... LAYFIELD.....	11 48	3 26	7 25	12 27				
	3.4										
	60.6		O. & Mt. V. CROSSING.....								
	0.5										
175	61.1		O... PINOKNEYVILLE.....	a 11 54	s 3 36	A 7 32PM	g 12 33	3 55	9 53	A 10 35PM	
	5.1										
54	66.2		D... PYATTS.....	11 59	3 43		12 39	4 05	10 03		
	7.4										
	73.6		D... VERGENNES.....	12 06PM	s 3 52		12 46	4 15	10 13		
	3.5										
49	77.1		..... FINNEY.....	12 10	3 56		12 50	4 21	10 19		
	4.6										
	81.7		..... HARRISON.....								
	2.3										
	84.0		D... MURPHYSBORO.....	a 12 21	s 4 12		s 1 05	4 37	10 35		
	1.0										
57	85.0		..... TEXAS.....	12 25	4 17		1 09	4 50	10 40		L 11 30AM
	7.1										
	92.1		O... CARBONDALE.....	A 12 35PM	A 4 35PM		A 1 25AM	A 5 10 PM	A 10 55PM		A 11 50AM

a—Receives passengers for Jackson, Tenn., and scheduled stops beyond.

b—Discharge revenue passengers from St. Louis and East St. Louis.

g—Discharge revenue passengers from St. Louis and East St. Louis, and receive revenue passengers for Cairo and scheduled stops beyond.

ST. LOUIS DISTRICT—Northward

Siding Standing Room Cars with Angles.	Miles from Carbondale	TIME TABLE No. 36 Taking Effect July 11, 1943 STATIONS	FIRST CLASS				SECOND CLASS				THIRD CLASS	
			16	202	252	226	88	78	240			
			The Chickasaw	The Creole	City of Miami	St. Louis Express	Dispatch J S 4	Dispatch M S 2	Murphys- boro District Local Freight			
		ST. LOUIS.....	A 7 30AM	A 3 45PM	A 8 10PM	A 8 55PM						
		RELAY DEPOT	s 7 02	s 3 25	s 7 52	s 8 32						
			Municipal Bridge	Municipal Bridge	Municipal Bridge	Municipal Bridge						
	92.5	O. EAST ST. LOUIS.....	A 6 54AM	A 3 12PM	A 7 44PM	A 8 22PM	A 6 45AM	A 7 30AM				
	86.3	CHURCH.....	6 44	3 02	7 34	8 10						
52	78.1	C. BELLEVILLE.....	s 6 30	s 2 49	e 7 24	s 7 54	6 05	6 40				
	109	D. FREEBURG.....	6 20 ⁷⁸	2 36	7 11	s 7 36		6 20 ¹⁶				
	116	D. LEMENTON.....	6 15	2 32	7 07	7 30						
	98	D. NEW ATHENS.....	6 10	s 2 28	7 03	s 7 24						
	96	D. LENZBURG.....	6 05	2 19	6 57	f 7 17						
123	54.7	D. MARISSA.....	6 00	s 2 14	6 52	s 7 11						
	35	TILDEN.....	5 55	2 07	6 46	f 7 03						
106	45.6	C. COULTERVILLE.....	5 50	s 2 01	6 41	s 6 57	4 00	5 25				
	41.8	SWANWICK.....	5 46	1 54	6 36	6 49						
	38.8	WINKLE.....	5 43	1 51	6 33	6 45						
97	34.9	LAYFIELD.....	5 39	1 46	6 28	6 41						
	31.5	C. & Mt. V. CROSSING.....										
175	31.0	C. PINCKNEYVILLE.....	L 5 32AM	s 1 40	e 6 23	s 6 35	L 3 00AM	L 5 00AM				
54	25.9	D. PYATTS.....		1 32	6 17	6 25						
	18.5	D. VERGENNES.....		1 25	6 10	s 6 17						
49	15.0	FINNEY.....		1 21	6 05	6 13						
	10.4	HARRISON.....										
	8.1	D. MURPHYSBORO.....		s 1 10	e 5 54	s 6 02						
57	7.1	TEXAS.....		1 05	5 50	5 55				A 4 30AM		
		C. CARBONDALE.....		L 12 55PM	L 5 40PM	L 5 45PM				L 4 00AM		
			Daily	Daily	Daily	Daily	Daily	Daily		Except Sunday		

e—Discharge passengers from Jackson, Tenn., and scheduled stops south thereof.

This schedule is subject to change without notice. For full details, see the time table for the district. The times shown are approximate and subject to change. The times shown are for the first class service. The times shown for the second class service are in italics. The times shown for the third class service are in bold face. The times shown for the local freight service are in small caps. The times shown for the dispatch service are in all caps. The times shown for the express service are in all caps. The times shown for the city of miami service are in all caps. The times shown for the st. louis express service are in all caps. The times shown for the dispatch j s 4 service are in all caps. The times shown for the dispatch m s 2 service are in all caps. The times shown for the murphysboro district local freight service are in all caps. The times shown for the city of miami service are in all caps. The times shown for the st. louis express service are in all caps. The times shown for the dispatch j s 4 service are in all caps. The times shown for the dispatch m s 2 service are in all caps. The times shown for the murphysboro district local freight service are in all caps.

Southward—MURPHYSBORO DISTRICT—Northward

THIRD CLASS			Siding Standing Room cars with engine	Miles from Texas	TIME TABLE No. 36 Taking Effect July 11, 1943		Miles from Gale	THIRD CLASS		
443					STATIONS			444		
Local Freight						Local Freight				
L 4 00AM			C..... CARBONDALE			53.4	A 11 50AM			
Except Sunday			ST. LOUIS DISTRICT							
L 5 10AM			57	0	TEXAS.....	46.3	A 11 10AM			
5 15			1.2		1.2 CARBON LAKE.....	45.1	11 00			
5 35			18	8.2	7.0 SAND RIDGE.....	38.1	10 40			
5 45			24	11.5	3.3 GORHAM.....	34.8	10 30			
6 10			37	17.4	5.9 GRAND TOWER.....	28.9	10 15			
6 25			13	23.0	5.6 ALDRIDGE.....	23.3	9 55			
6 35			41	27.2	4.2 WOLF LAKE.....	19.1	9 45			
6 45			24	31.8	4.6 WARE.....	14.5	9 30			
7 00			17	37.4	5.6 REYNOLDSVILLE.....	8.9	9 15			
7 30			43	41.4	4.0 McCLURE.....	4.9	9 00			
A 7 50AM			62	46.3	4.9 GALE.....	0.0	L 8 30AM			
Except Sunday										

SPECIAL INSTRUCTIONS (Continued on page 9)

M. Trainmen and enginemen are cautioned that there are structures alongside tracks at stations and elsewhere which do not provide clearance for a man to ride on top or side of cars and they must familiarize themselves with location of such structures.

3. Standard Clocks:

Centralia ("B" yard, passenger station and engine house),
DuQuoin,
North Yard,
Carbondale (passenger station and dispatcher's office),
North Cairo,
East St. Louis (telegraph office and engine house and south end of "B" yard),
Belleville,
Pinckneyville,

14. Following code of whistle signals will be used in calling for interlocking signals:

Centralia,	
From yard	—
Ashley,	
For siding	0 0 — 0 0
Cross-over to siding	— 0 — —
Cross-over	0 0 0 0
East St. Louis,	
For cross-over	0 0 0 0
Yard to southward main	0 — 0
Yard to Illinois Transfer	— 0 —
Northward main to northeast wye	0 0 — 0 0
Yard to main	0 0 — 0 0
Main to yard	0 — —
Entrance to track 22, 23, 24, 25 and 26 "B" yard	— 0 —

19. Gulf, Mobile and Ohio trains will display yellow and red markers.

21(a). Between Branch Jct. and Ballard, and between East St. Louis and Pinckneyville, the display of white flags and white lights will be omitted on all extra trains, except passenger extras.

S-72. Northward trains are superior to trains of same class in the opposite direction.

No. 444 wait at Gale for No. 443.

83. Train Registers:

Centralia (passenger station and "B" yard),
DuQuoin,
Carbondale,
East St. Louis telegraph office,
Pinckneyville,
North Cairo,
North Yard, trains originating or terminating,
Texas for Murphysboro District trains.

Trains may register at stations named below by form 905.

DuQuoin—Centralia District trains except trains originating or terminating.

Second class and inferior trains will not register at Carbondale, except second class trains entering or leaving Centralia District.

Missouri-Illinois Railroad trains and engines must not enter Illinois Central Railroad main track Centralia, until it is known Illinois Central Railroad trains have arrived or departed.

Missouri-Illinois Railroad trains and engines will not enter Illinois Central Railroad main track Branch Jct., until they receive permission from train dispatcher, Champaign, through operator at Centralia passenger station.

Clinton District trains and engines will not enter Centralia District nor cross from northward main to Clinton District, Branch Jct., until they receive permission from train dispatcher, Champaign, through operator at Centralia passenger station.

Missouri Pacific Railroad trains and engines must not enter Illinois Central Railroad main track between Pinckneyville and Pyatts until they receive permission from train dispatcher at Carbondale through operator at Pinckneyville.

Mine switchers will not enter main track between Pinckneyville and Pyatts until they have received permission from train dispatcher at Carbondale through operator at Pinckneyville.

83(a). Southward first class trains may leave East St. Louis without a clearance. This does not relieve such trains from proper observance of train order signal located one-fourth mile south of round house opposite telegraph office E. St. Louis.

(Continued on page 9)

Rule 101(b). LOWER SPEEDS.

Territory or Location	Miles per Hour											
	25	25	25	25	25	25	25	25	25	25	25	25
Diesel engines with passenger trains.												
Passenger engines, 1 class and 2500 class engines with passenger trains, caboose or light.												
Passenger trains with 2030 class or improved mikado locomotives.												
Passenger train with other type freight engine.												
Dispatch freight train with improved mikado type engine.												
Dispatch trains with passenger engines, 1 class, 2500, 2600, 2700-2899, 2900-3025, 7000, 8000 class engines.												
Dispatch, local or mixed train with other type freight engine.												
Tonnage and other freight trains.												
Eight wheel locomotive cranes.												
Derricks.												
Engines without trucks and engines backing up with or without cars.												

Centralia District	25	25	25	25	25	25	25	25	25	25	25	25
Branch Jct.....	25	25	25	25	25	25	25	25	25	25	25	25
DuQuoin Nth. wye Eldorado Dist.....	20	20	20	20	20	20	20	20	20	20	20	20
Ward, Forsythe Mine 1-51, 2199, 2100-2174, 2900-3025, 2500-2555, 2600, 2700-2899, 8000 class engines.....								10	10	10	10	10
Curve, MP 342-south of Wetaug.....	65	60	60	50	50	50	45	40	30	30	25	25

Bridge 344-8, Ullin:

Class Engine
1-51 must not exceed speed of fifteen (15) miles per hour.
2400
2500
2600
2700-2899
2900-3025 } must not exceed speed of ten (10) miles per hour.
7000
8000

Double-heading the above engines, or double-heading these engines with any other class engine, over this bridge is prohibited.

2600 must not pass over this bridge while another engine or any 8000 part of another train is on this bridge on the opposite track.

1200-1499 must not exceed speed of twenty-five (25) miles per hour.

1200-1499 Double-heading must not exceed speed of ten (10) miles per hour.
1135-1199 } miles per hour.

Bridge 358-0 (Cache River) south of Mounds.

Class engines
1-51 must not exceed speed of ten (10) miles per hour.
2500
2600 must not exceed speed of twenty (20) miles per hour.
8000

All speed restrictions over bridge 344-8, Ullin, and bridge 358-0, Cache River, apply only to locomotive handling, or being handled in train.

Territory or Location	Miles per Hour											
	5	5	5	5	5	5	5	5	5	5	5	5
Passenger engines, 1 class and 2500 class engines with passenger trains, caboose or light.												
Passenger trains with 2030 class or improved mikado locomotives.												
Passenger train with other type freight engine.												
Dispatch freight train with improved mikado type engine.												
Dispatch trains with passenger engines, 1 class, 2500, 2600, 2700-2899, 2900-3025, 7000, 8000 class engines.												
Dispatch, local or mixed train with other type freight engine.												
Tonnage and other freight trains.												
Eight wheel locomotive cranes.												
Derricks.												
Engines without trucks and engines backing up with or without cars.												

St. Louis District	5	5	5	5	5	5	5	5	5	5	5	5
East St. Louis, northward main, subway Trendley Ave.....	5	5	5	5	5	5	5	5	5	5	5	5
East St. Louis, southward main, curve G.M. & O.Jct. Belleville, southward main, between MP G13 and High St.....	10	10	10	10	10	10	10	10	10	10	10	10
MP G58, southward main, first curve north and south Pinckneyville yard, St. Louis Dist., curve.....	15	15	15	15	15	15	15	15	15	15	15	15
MP G81, first curve south... MP G82, second curve south Between MP G81 and 82, all other curves.....	60	60	50	50	50	45	40	30	30	25	25	25
MP G83, first curve south... MP G84, first curve south Between Murphysboro and Texas bridge and curves... Between MP G86 and 87, reverse curve.....	25	25	25	25	25	25	25	25	25	25	25	25
MP G87, second curve south } MP G89, first curve south } MP G91, second curve south }	50	50	50	50	50	45	40	30	30	25	25	25
40	40	40	40	40	40	40	40	30	30	25	25	25
Murphysboro District Carbon Lake, G. M. & O. R. R. crossing..... Gorham, Mo. Pac. R. R. crossing.....	15	15	15	15	...	15	15	15	15	15	15	15
Between Cipsco Park and Fountain Bluffs, curves... Between Grand Tower and Aldridge, Aldridge fill....	25	25	25	25	...	25	25	25	25	15	15	15
10	10	10	10	...	10	10	10	10	10	10	10	10
20	20	20	20	...	20	20	20	20	20	15	15	15

When freight cars, not equipped with passenger trucks, are handled in passenger trains, maximum speed of dispatch trains for class of engine handling the train must not be exceeded.

When 50% of cars in a train are loaded tank cars, speed of train must not exceed forty miles per hour.

Trains must not exceed a speed of 20 miles per hour passing coal chute at North Yard, Carbondale.

Trains and engines on southward movement must not exceed a maximum speed of 20 miles per hour when moving over Valley Jct. Interlocking, East St. Louis.

CAIRO BRIDGE RESTRICTIONS

101-b (Continued from page 10)

Steam locomotives must not be double-headed or hauled coupled together in trains and when handled in trains must be separated by at least ten cars.

Two Diesel power units of the 4000 class may be operated, coupled together, but Diesel power units must not be double-headed with, or coupled together with steam locomotives, and when handled in trains must be separated from nearest steam locomotive, or Diesel units of the 4000 class coupled together, by at least ten cars or 400 feet.

Engines designated below must not be operated over Cairo Bridge:

- 1-51 } — also prohibited from hauling dead in trains.
- 2500-2555 }
- 2199
- 2100-2174
- 2600 — also prohibited from hauling dead in trains.
- 2700-2899 — also prohibited from hauling dead in trains.
- 2900-3025
- 3600 and 3601 — also prohibited from hauling dead in trains.
- 7000-7050
- 8000-8049

2199 } Without coal or water and tender empty, may be
2100-2174 } handled dead in trains when separated from the
2700-2899 } hauling engine by at least ten freight cars, loaded
2901-3025 } or empty.

7000-7050, without coal or water and tender empty, may be handled dead in trains when separated from the hauling engine and nearest loaded car by at least ten empty freight cars.

1130-1132 } When handling freight trains, none of the first ten
1135-1199 } freight cars following the engine shall have a gross
1200-1499 } weight of car and lading exceeding 80 tons.

2400-2459 } When handling freight trains, must have at least ten empty freight cars following the engine.

3650 Class } May be moved dead in train, without coal or water, with side and main rods connected, provided they are separated from nearest engine or car, the gross weight of which is in excess of 80 tons, by at least ten cars.

Engines designated below must not be operated over the following locations:

Location	Class of engine
Centralia District	
Bois—Kuhn mine	1-51, 2199, 2100-2174, 2400-2459, 2500-2555, 2600, 2700-2899, 2900-3025, 7000-7050 and 8000-8049 except may move with care minimum distance beyond derail to cut crossing.
Tamaroa—Little Muddy mine	
Carbondale—Hundley coal track	} All engines.
Anna—Hamilton Ice Co. track	
Anna—Central Ill. Public Service Co. track beyond Ice Plant	
Mounds—Banana house	All engines.
Cairo—Chicago Mill & Lumber Co. track	Heavier than 942-993.

St. Louis District

2600 }
2700-2899 }
2900-3025 Class } Engines, while working St.L. & B.E. connection Belleville, must not move through switches from runaround track to load track in either direction.

Belleville } Snyder Baker track }
Alley } 1-51, 2199, 2100-2174,
Yoch, beyond Alley track switch } 2400-2459, 2500-2555,
Reichert Milling Co. } 2600, 2700-2899, 2900-
Belleville Stove Works } 3025 and 7000-7050,
Gas Company } except may move
Karr Stove Works } with care minimum distance beyond derail to cut crossings.

New Athens—Kolb 4 Mine—Engines must not go beyond derail in load and empty ends.

Marissa—O. K. Mine—Engines must not go beyond derail in empty end.

Tilden—Eureka #2 mine

Coulterville—Perco mine—Track 1 empty end } All engines.
Track 2 beyond switch }

Murphysboro District

Grand Tower—Central Illinois Public Service Co. scale } All
track } engines.

Carondelet District

All Bridges—Heavier than 1200-1499.

104. Normal position of switches:

- Branch Jct..... For St. Louis Division.
- DuQuoin..... For Centralia District.
- Carbondale..... For Centralia District.
- North Cairo..... For Centralia District.
- East St. Louis..... For southward trains.
- Pinckneyville..... For northward trains St. Louis District.
- Texas..... For St. Louis District.
- Gale Jct..... For O. & E. I. R. R.
- DuQuoin..... For track No. 2.
- Bois..... For track No. 2.

At Carbondale St. Louis District northward freight trains will leave the Centralia District at crossover north of passenger station. Passenger trains and southward freight trains will enter Centralia District at crossover south of passenger station.

At DuQuoin, northward Eldorado District trains will leave Centralia District at crossover at south end of freight yard.

At Carbondale, switches are handled by switch tender for first class trains.

109. Bulletin Boards:

- Centralia..... "B" yard, passenger station and engine house.
- DuQuoin..... Yard office and passenger station.
- North Yard..... Yard office.
- Carbondale..... Passenger station and engine house.
- North Cairo..... Station.
- Cairo..... Engine house.
- St. Louis..... Union Station.
- East St. Louis... Telegraph office, engine house, and south end "B" yard.
- Belleville..... Station.
- Pinckneyville.... Station and engine house.

D-151. Two tracks:

Branch Jct. to Illinois.

Broadway Street, East St. Louis to Pinckneyville.

Three or more tracks:

Between Bois and DuQuoin.

No.	Location:	Use:
1	West	southward trains.
2	Middle	northward high speed trains.
3	East	northward freight trains.

Northward second class and inferior trains must use track No. 3 between DuQuoin and Bois unless otherwise directed by train dispatcher.

A northward freight train authorized to use track No. 2 must not cross to track No. 3; a northward freight train using track No. 3 must not cross to track No. 2 unless instructed by train dispatcher, except when protected by flagman in both directions.

221. Train order signal mast at Tamaroa passenger station is equipped with two arms for northward trains. The top arm governs northward trains on track 2 and the bottom arm governs northward trains on track 3.

505. Automatic block system territory extends from Branch Jct. to Illinois and from East St. Louis to Carbondale.

At DuQuoin electric switch lock and color light dwarf signal indicator, located 1500 feet south of Mile Post 288, and between northward and southward main, in service.

When dwarf signal indicator shows yellow, electric switch lock can be operated without use of clockwork release.

Northward trains desiring to cross to southward main, or Eldorado District, will operate electric switch lock at south end of crossover, as follows:

Open door of switch lock;

Turn crank to the left to unlock switch;

Operate switch stand;

When train movement is complete, restore electric lock crank to the right, close and lock door.

Dwarf signal indicator, when red, indicates the presence of a train on southward main between signal 2851 and dwarf signal located between main tracks 1500 feet south of Mile Post 288.

If necessary to make movement from northward main across southward main when dwarf signal indicator is red, movement must be protected in accordance with Transportation Rules.

When dwarf signal indicator is red and a train is between signal 2851 and location 250 feet south of Mile Post 288, electric switch lock cannot be operated unless trainman operates clockwork time release located on instrument case opposite dwarf signal.

In order to operate, turn handle of clockwork release to the right as far as possible and let go;

When release runs down, operate electric switch lock.

509. At East St. Louis north end of "B" yard when a train or engine making movement from long crossover to southward main track is stopped by Stop-indication, it may proceed at restricted speed on authority and information from signalman at Valley interlocking that there is no train or engine moving with the current of traffic on southward main track through interlocking limits and be governed by Rule 93 for probable movements against current of traffic.

Telephone connected with interlocking station is located in box adjacent to stop signal at switch. Two short rings calls signalman.

525. Centralized Traffic Control in service Between Illinois and Ballard:

Between North Cairo and Ballard, block signal indications supersede Time Table superiority without requiring the use of train orders; they do not dispense with the use or observance of other signals whenever or wherever they may be required.

At North Cairo, GM&O trains will not enter Illinois Central main track, North Cairo, until permission is received to do so by Illinois Central operator, North Cairo.

Trains not receiving proper signal indication at Illinois and Ballard must communicate with dispatcher at Carbondale.

Instructions covering the hand operation of these switches are posted in metal box near switch.

Telephone located at switch.

535. Spring switches:

Location: Normal Position:

East St. Louis: South end
thoroughfare track.....For southward main track.
South end lead B. yard.....For southward main track.

Centralia: South end crossover
from ice house lead to south-
ward main, F. yard.....For southward main track.

Jct. track No. 3 with track
No. 2, Bois.....For track No. 2.

Northward movements will be made under rules governing movements by block signals.

Track No. 2—By automatic block signal No. 2732, located 400 feet south of junction switch.

Track No. 3—By two indication automatic block signal located 400 feet south of junction switch on track No. 3. Signal will display Stop-indication when route ahead is not clear and when train movement is approaching or passing on track No. 2.

Southward movements—Position of switch is indicated by color light dwarf signal located five feet north of switch on east side of track No. 2, displaying red or green indication.

Jct. Eldorado District with

Southward main DuQuoin..For southward main.

Eldorado District:	Transportation Rule	
Signal Light	Rule	
Red	292	When route is not clear or when train movement is in progress on Centralia District southward main.
Yellow or Green	285 or 286	When route is clear and no conflicting train movement in progress.
Red over Yellow	290	When switch is lined for straight movement on Eldorado District track.

When train is stopped by signal and when it is known that route is clear and that train on Centralia District southward main track has stopped north of signal 2879 (1650 feet north of spring switch), trainman will insert switch key in release box located near the switch, turn key and then remove it from release box. In approximately two (2) minutes the signal will display yellow or green indication. If proceed movement is not made within four (4) minutes the signal will again display red indication and key release operation must be repeated.

1201. Trains having hot boxes must be stopped before moving on Cairo bridge, and proper attention given to such boxes before proceeding.

1202. Trains must not move over Cairo bridge with car doors swinging.

1203. Eight wheel locomotive cranes on their own wheels must be handled next ahead of caboose, in tonnage or local freight trains during daylight hours.

