

**THINK
SAFETY**

**ACT
SAFELY**

NOTICE TO ENGINEMEN

Locomotive and rail motor car whistle and bell signals for highway crossings at grade must begin when engine or motor car is opposite whistle sign and be continued until engine or motor car has passed over crossing.

STANDARD WHISTLE SIGNAL FOR HIGHWAY CROSSINGS SHALL BE NOT LESS THAN TEN SECONDS DURATION AND CONSIST OF TWO LONG, ONE SHORT, AND ONE LONG BLASTS, THE LAST BLAST TO END WHEN ENGINE OR MOTOR CAR HAS PASSED OVER CROSSING.

These instructions will apply to all grade crossings both within and without cities, villages and towns in Indiana and Illinois, except where especially advised to the contrary.

SMOKE IS FUEL WASTED

SAVE COAL



Chicago & Eastern Illinois Railroad

**TIME TABLE
No. 25**

Effective

Sunday, November 14, 1943

12:01 A. M.

SUPERSEDING

Time Table No. 24 Dated April 18, 1943

Destroy all copies of Time Table No. 24

For Government and Information of Employees Only.

CHARLES T. O'NEAL, President

F. G. NICHOLSON, General Manager

GENERAL INSTRUCTIONS - PASSENGER TRAIN CONDUCT

C&EI Passenger Train Conductors are hosts to any and all travelers on their trains. The more inexperienced, young, old or helpless passengers are, the more they should be looked after and advised. Passengers of all classes get on C&EI trains to travel. C&EI operates trains for the sole purpose of attracting these folks to travel via RAIL.

The surest assurance of the expansion of C&EI passenger train service and continuous operation is that EVERY PASSENGER PATRON may say nice things about C&EI passenger service and will tell his friends to travel RAIL—and C&EI.

Train Conductors and Staff, including Brakemen, Flagmen, Porters, Pullman and Dining Car Crews, should ever remember that there are thousands of the younger generation of sons and daughters WHO HAVE NEVER BEEN ON A RAILROAD TRAIN OR IN A PULLMAN CAR, OR A RAILROAD DINING OR CLUB CAR. Many, both in coach and Pullman, may feel ill at ease. Our job, in all circumstances, is to consider these folks as guests in our home—to help make them feel at home.

- - -

SPECIFIC INSTRUCTIONS

1.—The Passenger Train Conductor on C&EI RR. is in sole charge of his train and is responsible in all matters of—

- (a) Safety,
- (b) Comfort, and
- (c) Information and advice.

2.—Coach passengers must be looked after, day or night, and protected against undue noise or disturbance, and in particular on night runs.

3.—Pullman (sleeper) passengers: It must ever be kept in mind that Pullman passengers pay to sleep and must be protected in sleep period.

4.—In ticket complications, or in matters of collection of cash fares, Conductors will of necessity have to wire 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.


5.—Passenger Train Conductors should, by personal observation, know what is going on in all parts of their train and, by example, encourage, in train crews, neatness of appearance, and courtesy; also see that train porters keep coaches clean and in tidy condition at all times. Especial effort should be made to answer fully all questions and to furnish all possible information about connecting line trains. Where trains encounter unusual delays or are running late, information should be cheerfully offered as to the cause, as most passengers will likewise cheerfully accept a condition they understand. Pullman and Dining Car forces should be advised of such delays.

6.—In crowded train conditions C&EI employe pass passengers should cheerfully cooperate in seeing that pay passengers are given every possible consideration in all parts of the train, ever keeping in mind that C&EI trains are operated on the revenues from pay passengers and that passes are issued to C&EI employes and their families subject to the accommodation and needs of pay passengers.

7.—Where Passenger Train Conductors feel they need advice as to any phase of passenger train conduct, they should promptly ask for advice or instruction orally or in writing from the nearest operating or passenger officer or representative.

8.—A frequent source of dissatisfaction of railroad patrons, particularly night and sleeper passengers, is that of rough handling, and which destroys all the benefits of smooth track and good equipment. C&EI Engineers have an established reputation for smooth stopping, starting and running, and on such performance we receive many compliments and continued patronage. Where rough handling is given, all too frequently the passenger deserts our service and in our Traffic Department follow-up as to why, we find the passenger using some other route rather than complain.

I want to emphasize, above all else, that, regardless of expense for equipment, advertising or the soliciting efforts of our passenger traffic forces, our passenger business will increase or decrease in just the proportion that our patrons speak well of C&EI SERVICE and so tell their friends,—or the contrary,—and no greater opportunity offers to make staunch friends for OUR RAILROAD than on our passenger trains.


PRESIDENT

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LOCATION GENERAL ORDER BOARDS, STANDARD CLOCKS AND TRAIN REGISTERS

Station	Location	General Order Board	Standard Clock	Train Register (See Note)
Chicago.....	Dearborn Sta. Dispatchers Office.....	x	x	x
Chicago.....	Dearborn Sta. Conductors' Room.....	x		
Chicago.....	35th St. Switchmen's Locker Room.....	x		
Chicago.....	51st St. Roundhouse Office.....	x		
Yard Center.....	Yard Office.....	x	x	x
Yard Center.....	Roundhouse Office.....	x	x	
Chicago Heights.....	CHTT Switchmen's Cabin.....			x
Jay Tower.....	Interlocking Station.....	x		
Watseka.....	Interlocking Station.....	x	x	x
Rossville.....	Depot.....	x	x	
Rossville Jct.....	EJ&E Office.....	x	x	
North Yard.....	Yard Office.....		x	x
Danville.....	Passenger Depot.....		x	
Danville.....	Enginemen's Locker Room.....	x		
Oaklawn.....	Roundhouse Office.....	x	x	
Brewer.....	Yard Office.....			x
Dana Storage.....	Telegraph Office.....			x
Jackson.....	Yard Office.....	x		
Haley.....	Telegraph Office.....		x	x
Locust Street.....	Yard Office.....	x		
Locust Street.....	Roundhouse Office.....	x		
Terre Haute.....	Union Depot Telegraph Office.....	x	x	
Poplar Street.....	Telegraph Office.....			x
Alice.....	Telegraph Office.....	x		
Mt. Vernon.....	Depot.....	x		x
Wansford.....	Roundhouse Office.....	x		
Wansford.....	Telegraph Office.....	x	x	x
Belt Yard.....	Yard Office.....	x		x
Evansville.....	Union Station Telegraph Office.....	x	x	x
Villa Grove.....	Roundhouse Office.....	x		
Villa Grove.....	Depot.....	x	x	x
Findlay.....	Depot.....	x		
Findlay Jct.....	Interlocking Station.....			x
Pana.....	Depot.....			x
Mitchell Yard.....	Roundhouse.....	x		
Mitchell Yard.....	Yard Office.....	x	x	x
St. Louis.....	Union Station.....	x	x	x
Salem Yard.....	Roundhouse.....	x		
Salem Yard.....	Yard Office.....	x	x	x
Salem.....	Depot.....	x		
West Frankfort.....	Roundhouse.....	x		
West Frankfort.....	Depot.....		x	x
Cypress.....	Depot.....	x	x	x
Thebes.....	Depot.....	x	x	x
Joppa.....	Depot.....			x
W. R. Tower.....	Interlocking Station.....	x		
Bunsen Switch.....	In Cabin.....			x

Note:—All Trains register at the initial and the terminal station of the schedule or run on a district, except:

- Yard Center..... Through first and second class trains register by slip.
- North Yard..... Westville District trains register by slip.
- Danville..... All trains register by slip at North Yard instead of Danville.
- Brewer..... Evansville District freight trains register by slip at Walz instead of Brewer.
- Dana Storage..... Nos. 235 and 236 register by slip.
- Haley..... Nos. 78 and 79 register by slip.
- Poplar Street..... Nos. 360 and 361 register by slip.
- Wansford..... First class trains register by slip. Engines in passenger service starting from Wansford and returning from Evansville register at Wansford.
- Belt Yard..... Freight trains register by slip at Wansford instead of Belt Yard.
- Woodland Jct..... St. Louis District trains register by slip.
- Villa Grove..... All trains register.
- Pana..... All trains register by slip.
- Findlay Jct..... All trains register by slip.
- Salem Yard..... All trains register.
- Neilson..... CB&Q trains register by slip.
- W. V. Tower..... CB&Q trains register by slip.
- Thebes..... All trains register.

DANVILLE DISTRICT—Southward

Train Order Stations	Distance from Chicago	Distance between Stations	FIRST CLASS										
			TIME TABLE No. 25 November 14, 1943										
			99	1	21	89	93	97	95	91	23	9	
			Dixie Flagler	Mall & Express	The Zipper	Dixie Express	Dixie Limited	Dixie Mall	Dixie Flyer	Dixie Flyer Mail	The Silent Knight	Evansville Passenger	
STATIONS			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
DN			CHICAGO	LEAVE AM	LEAVE AM	LEAVE AM	LEAVE PM	LEAVE PM	LEAVE PM	LEAVE PM	LEAVE PM	LEAVE PM	LEAVE PM
	16 9	16 9	DOLTON JCT.	8 00	8 30	11 00	1 00	2 00	7 30	10 05	11 05	11 55	11 59
Between Chicago and Yard Center trains will use C&WI current time table. See rule 1 page 23													
DN	18 0	1 1	YARD CENTER	8 26	s 9 07	11 30	1 30	2 30	8 00	10 35	11 35	12 25	12 30
	19 5	1 5	SOUTH HOLLAND		s 9 12								c12 32
DN	20 1	0 6	THORNTON JCT.		9 13		1 32	2 32	8 02	10 37	11 37	12 27	12 33
	21 7	1 6	THORNTON		s 9 16								c12 38
	23 4	1 7	GLENWOOD		c 9 19								12 40
	26 6	3 2	CHICAGO HEIGHTS	8 34	s 9 27	s11 39	c 1 40	2 38	s 8 14	c10 45	11 45	c12 34	s12 50
DN	26 8	0 2	M. C. TOWER										
	27 0	0 2	JAY TOWER										
	27 8	0 8	HEIGHTS YARD		9 30								
	28 8	1 0	STEGER		s 9 32								
	30 4	1 6	CRETE		s 9 36								c12 55
DN	32 5	2 1	N. E. TOWER	8 39	9 39	11 47	1 48	2 45	8 21	10 54	11 52	12 42	12 58
	34 2	1 7	GOODENOW		s 9 41								
	37 6	3 4	BEECHER		s 9 46								1 04
	41 0	3 4	SOLLITT		9 50								
	44 7	3 7	GRANT PARK	8 50	s 9 56	11 58	1 59	2 55	8 32	11 05	12 03	12 53	1 11
DN	49 7	5 0	M. G. TOWER										
	49 9	0 2	MOMENCE	8 54 ⁷³	s 10 05	12 04	2 04	3 00	c 8 38	c11 11	12 08	c12 59	s 1 20
	50 8	0 9	MOMENCE YARD							11 12 ⁶⁵			
	57 9	7 1	WICHET		f 10 15								
DN	60 1	2 2	ST. ANNE	9 02	s 10 20 ⁷³	12 12	2 14	3 09	8 48 ⁵³	11 21	12 17	1 07	f 1 34
	64 2	4 1	PAPINEAU		s 10 26								c 1 39
	67 7	3 5	MARTINTON	9 09	s 10 31	12 19	2 21	3 16	8 55	11 28	12 24	1 15	c 1 43
	71 5	3 8	PITWOOD		s 10 37								c 1 47
DN	77 5	6 0	WATSEKA	9 17	s 10 47	c12 29	c 2 30	3 25	c 9 06	c11 37	12 33	c 1 25	s 1 57
N	79 6	2 1	COALER	9 23	10 56		2 39	3 34	9 15	11 46	12 41	1 33	2 06
	81 8	2 2	WOODLAND		s 11 00								
DN	82 6	0 8	WOODLAND JCT.	9 26	11 03	12 41	2 43	3 38	9 19	11 51	12 46	1 37	2 11
D	88 1	5 5	MILFORD		s 11 11		2 49	3 44	c 9 25	11 57	12 52		c 2 17
	89 1	1 0	MILFORD JCT.										
	92 7	3 6	CISSNA JCT.										
D	94 2	1 5	WELLINGTON		s 11 20		2 58	3 50	9 31				2 24
DN	99 2	5 0	HOOPESTON	9 40	s 11 30		c 3 03	3 55	c 9 40	c12 09	1 04		s 2 36
	105 2	6 0	ROSSVILLE		s 11 39				9 47				2 42
	107 1	1 9	ROSSVILLE JCT.	9 46	11 45		3 11	4 03	9 50	12 17	1 12		2 45
	111 2	4 1	ALVIN		s 11 52								2 50
D	114 3	3 1	BISMARCK	9 52	s 11 58		3 18	4 09	9 56	12 23	1 18		2 53
	118 4	4 1	WEST NEWELL		12 03		3 22						2 57
DN	123 0	4 6	NORTH YARD	10 01	12 09		3 28	4 19	10 08	12 35	1 30		3 05
	123 2	0 2	DANVILLE	s10 05	s12 10 12 30		s 3 35	s 4 25	s10 20	s12 43	s 1 36		s 3 21
DN	123 4	0 2	CORY	10 06	12 31		3 36	4 26	10 21	12 44	1 37		3 22
	124 8	1 4	OAKLAWN		s 12 39								
DN	125 8	1 0	WALZ	10 10	12 42		3 40	4 30	10 25	12 48	1 41		3 25
	126 5	0 7	BREWER	10 11	12 43		3 41	4 31	10 26	12 49	1 42		3 26
				AM	PM	PM	PM	PM	PM	AM	AM	AM	AM
				ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE

DANVILLE instead of Brewer is district initial-terminal station for through first class schedules on Danville and Evansville Districts. See time of Westville District trains on page 16 as applying at North Yard and Danville.

For information only, No. 99, see page 29.

DANVILLE DISTRICT—Southward

Siding Car Capacity	Station Numbers	Distance between Stations	TIME TABLE No. 25 November 14, 1943	SECOND CLASS					THIRD CLASS					
				51	63	53	57	65	49	73	75			
				Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Local Freight	Local Freight			
				Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex Sunday	Tuesday, Thursday, Saturday			
	0		CHICAGO.....	LEAVE PM	LEAVE PM	LEAVE PM	LEAVE PM	LEAVE PM	LEAVE AM	LEAVE AM	LEAVE AM			
	16.9		DOLTON JCT.....		6 00	6 10								
Between Chicago and Yard Center trains will use C&WI current time table. See rule 1 page 23														
	18	1.1	YARD CENTER.....w	12 30	6 50	7 20	9 45	10 00	1 30	7 00				
	19	1.5	SOUTH HOLLAND.....											
	20	0.6	THORNTON JCT.....	12 35	6 55	7 25	9 50	10 05						
	22	1.6	THORNTON											
	23	1.7	GLENWOOD											
	27	3.2	CHICAGO HEIGHTS....	12 45	7 05	7 37	10 01	10 15						
		0.2	M. C. TOWER.....											
		0.2	JAY TOWER.....											
		0.8	HEIGHTS YARD	12 50	7 16	7 47	10 04	10 26	2 00	7 25				
133	29	1.0	STEGER.....											
	30	1.6	CRETE.....											
		2.1	N. E. TOWER.....	1 06	7 28	7 57	10 12	10 38		7 35				
	34	1.7	GOODENOW.....											
	38	3.4	BEECHER											
	41	3.4	SOLLITT											
	45	3.7	GRANT PARK.....							8 00				
		5.0	M. G. TOWER.....	1 29	7 51	8 25	10 35	11 04						
	50	0.2	MOMENCE.....							8 54 ⁹⁹				
80	51	0.9	MOMENCE YARD...w	1 31	7 53	8 27	10 37	11 12 ⁹⁵	3 00	9 30				
	58	7.1	WICHERT.....											
80	60	2.2	ST. ANNE.....	1 43	8 05	8 48 ⁹⁷	10 51	11 27		10 20 ¹				
	64	4.1	PAPINEAU.....w											
	68	3.5	MARTINTON.....											
	72	3.8	PITTWOOD	1 56	8 19	9 03	11 04	11 42						
	77	6.0	WATSEKA.....	2 05	8 28	9 16	11 13	11 52		11 05	7 05			
95	80	2.1	COALER.....C&W	2 17	8 40	9 25	11 21	12 05						
	82	2.2	WOODLAND.....											
	83	0.8	WOODLAND JCT.....	2 24	8 47	9 30	11 28	12 12	4 00	11 40	7 40			
	88	5.5	MILFORD	2 32		9 42	11 36			12 05				
	89	1.0	MILFORD JCT.....											
	93	3.6	CISSNA JCT.....											
	94	1.5	WELLINGTON.....w											
	99	5.0	HOOPESTON.....	2 50		9 58	11 50			1 25				
	106	6.0	ROSSVILLE							1 55				
77	107	1.9	ROSSVILLE JCT.....w	3 01		10 10	12 01							
	111	4.1	ALVIN.....							2 10				
	114	3.1	BISMARCK.....	3 11		10 32	12 11							
	118	4.1	WEST NEWELL.....											
	123	4.6	NORTH YARD	3 22		10 47	12 23		6 00	2 30				
	123	0.2	DANVILLE.....											
		0.2	CORY.....	3 27		10 49	12 27		6 05					
	125	1.4	OAKLAWN.....											
		1.0	WALZ.....	3 33		10 56	12 32		6 20					
	126	0.7	BREWER.....w	3 35		11 10	12 40		6 30	3 00				
				ARRIVE PM	ARRIVE PM	ARRIVE PM	ARRIVE AM	ARRIVE AM	ARRIVE AM	ARRIVE PM	ARRIVE AM			

DANVILLE instead of Brewer is district initial-terminal station for through first class schedules on Danville and Evansville Districts. See time of Westville District trains on page 16 as applying at North Yard and Danville.

DANVILLE DISTRICT—Northward

Train Order Stations	Distance from Chicago	Distance between Stations	TIME TABLE		FIRST CLASS									
			No. 25		90	10	94	96	24	88	92	22	8	98
			November 14, 1943		Dixie Flyer Mall	Chicago Passenger	Dixie Flyer	Nashville Chicago Passenger	The Silent Knight	Dixie Express	Dixie Limited	The Zipper	Chicago Express	Dixie Flagler
STATIONS			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
DN			ARRIVE AM	ARRIVE AM	ARRIVE AM	ARRIVE AM	ARRIVE AM	ARRIVE PM	ARRIVE PM	ARRIVE PM	ARRIVE PM	ARRIVE PM	ARRIVE PM	
	16.9		CHICAGO.....	5.10	8.05	6.58	7.30	7.05	2.35	2.40	2.55	7.55	10.55	
	16.9	1.1	DOLTON JCT.....	Between Yard Center and Chicago trains will use C&WI current time table. See rule 1 page 23.										
DN	18.0	1.5	YARD CENTER..... w	4.38	f 7.20	6.26	6.55	6.31	2.01	2.06	2.25	7.20	10.24 ⁵⁸	
	19.5	0.6	SOUTH HOLLAND.....		f 7.17									
DN	20.1	1.6	THORNTON JCT.....	4.36	f 7.15	6.21	6.52	6.27	1.56	2.02		7.17		
	21.7	1.7	THORNTON.....		f 7.13									
	23.4	3.2	GLENWOOD.....		c 7.10									
	26.6	0.2	CHICAGO HEIGHTS.....	4.29	s 7.05	s 6.15	s 6.45	s 6.22	s 1.48	s 1.54	c 2.16	s 7.10	10.17	
DN	26.8	0.2	M. C. TOWER.....											
	27.0	0.8	JAY TOWER..... w											
	27.8	1.0	HEIGHTS YARD.....	4.27	6.52	6.13	6.42	6.18	1.39	1.49		6.57		
	28.8	1.6	STEGER.....		f 6.50									
	30.4	2.1	CRETE.....		f 6.46									
DN	32.5	1.7	N. E. TOWER.....	4.22 ⁶⁴	6.43	6.08	6.37	6.13	1.33	1.43	2.09 ⁷²	6.52	10.12	
	34.2	3.4	GOODENOW.....		f 6.40									
	37.6	3.4	BEECHER.....	4.17	f 6.37	6.03	6.32	6.08	1.28	1.38		c 6.48		
	41.0	3.7	SOLLITT.....											
	44.7	5.0	GRANT PARK.....	4.10	f 6.24 ⁹⁶	5.56	6.24 ¹⁰	6.01	1.21	1.31	1.57	6.38	10.03	
DN	49.7	0.2	M. G. TOWER.....											
	49.9	0.9	MOMENCE.....	4.04	s 6.13	5.50	6.18	c 5.55	s 1.14 ⁷²	s 1.24 ⁷²	1.52	s 6.31	9.58	
	50.8	7.1	MOMENCE YARD..... w	4.03 ⁵⁴			6.17							
	57.9	2.2	WICHERT.....		f 5.59									
DN	60.1	4.1	ST. ANNE.....	3.53	s 5.56	5.39	6.06	5.44	1.00	1.10	1.44	s 6.18	9.50	
	64.2	3.5	PAPINEAU..... w		f 5.49		6.00		12.54	1.04		6.12		
	67.7	3.8	MARTINTON.....		f 5.45						1.38	c 6.07		
	71.5	6.0	PITWOOD.....		f 5.40									
DN	77.5	2.1	WATSEKA.....	3.35	s 5.32	5.21	5.45	c 5.26	s12.41	s12.51	c 1.30	s 5.57	9.36	
N	79.6	2.2	COALER..... c&w	3.31	{ 5.22 ²⁴ 5.17 ⁹⁴	5.17 ¹⁰	5.42	5.22 ¹⁰	12.37	12.47		5.51	9.33	
	81.8	0.8	WOODLAND.....		c 5.04									
DN	82.6	5.5	WOODLAND JCT.....	3.22	5.03	5.09	5.35	5.14	12.30	12.40	1.22	5.43	9.27	
D	88.1	1.0	MILFORD.....	3.16	f 4.54	5.02	5.29		c12.24	12.34		s 5.36		
	89.1	3.6	MILFORD JCT.....											
	92.7	1.5	CISSNA JCT.....											
D	94.2	5.0	WELLINGTON..... w	3.11	f 4.45	4.57			12.17	12.27		5.28		
DN	99.2	6.0	HOOPESTON.....	3.06	s 4.39	4.52	5.17		s12.11	s12.21		s 5.21	9.12	
	105.2	1.9	ROSSVILLE.....		f 4.25							s 5.10		
	107.1	4.1	ROSSVILLE JCT..... w	2.58	4.20	4.44						5.06	9.05	
	111.2	3.1	ALVIN.....		f 4.16		5.05		11.57	12.07		c 5.01		
D	114.3	4.1	BISMARCK.....		f 4.12							4.56		
	118.4	4.6	WEST NEWELL.....											
DN	123.0	0.2	NORTH YARD.....	2.40	4.01	4.26	4.51		11.43	11.53		4.46	8.51	
	123.2	0.2	DANVILLE.....	s 2.39 ¹⁰	s { 4.00 ⁹⁰ 10.13 ⁵⁴	s 4.25	s 4.50		s11.42	s11.52		s { 4.45 4.35	s 8.50	
DN	123.4	1.4	CORY.....	2.24	10.12	4.10	4.44		11.36	11.46		4.33	8.47	
	124.8	1.0	OAKLAWN.....		s10.10									
DN	125.8	0.7	WALZ.....	2.20	10.06	4.06	4.40		11.32	11.43		4.29	8.44	
	126.5		BREWER..... w	2.19	10.05	4.05	4.39		11.31	11.42		4.28	8.43	
				AM	PM	AM	AM	AM	AM	AM	PM	PM	PM	
				LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	

DANVILLE instead of Brewer is district initial-terminal station for through first class schedules on Danville and Evansville Districts. See time of Westville District trains on page 16 as applying at North Yard and Danville.

For information only, No. 98, see page 29.

DANVILLE DISTRICT—Northward

Siding Car Capacity	Station Numbers	Distance between Stations	TIME TABLE No. 25 November 14, 1943	SECOND CLASS				THIRD CLASS									
				54	64	58	62	52	72	74							
				Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Local Freight	Local Freight							
STATIONS			Daily	Daily	Daily	Daily	Daily	Daily Ex Sunday	Monday Wednesday, Friday								
				ARRIVE AM	ARRIVE AM	ARRIVE AM	ARRIVE AM	ARRIVE AM	ARRIVE PM	ARRIVE AM							
	0	16 9	CHICAGO			2 00	3 15										
		1 1	DOLTON JCT.	Between Yard Center and Chicago trains will use C&WI current time table. See rule 1 page 23.													
	18	1 5	YARD CENTER	6.00	5.30	10.24 ⁰⁸	1 05	9.30	3.00								
	19	0 6	SOUTH HOLLAND														
	20	1 6	THORNTON JCT.	5 20	4 45	9 57	12 40	8.55									
	22	1 7	THORNTON						2 50								
	23	3 2	GLENWOOD														
	27	0 2	CHICAGO HEIGHTS	4 55	4 35	9 43	12 21										
		0 2	M. C. TOWER														
		0 8	JAY TOWER														
		1 0	HEIGHTS YARD	4 50	4 32	9 41	12 16	8 30	2 25								
	29	1 6	STEGER														
	30	2 1	CRETE														
100		1 7	N. E. TOWER	4 40	4 22 ⁹⁰	9 34	12 06	8.18	2 09 ²²								
	34	3 4	GOODENOW														
	38	3 4	BEECHER														
	41	3 7	SOLLITT														
85	45	5 0	GRANT PARK					8 01	1 40								
		0 2	M. G. TOWER	4 09	3 37	9 06	11 26	7.45									
	50	0 9	MOMENCE						1 24 ⁰² 1 14 ⁸⁸								
115	51	7 1	MOMENCE YARD	4 03 ⁹⁰	3 35	9 04	11 23	7 30									
	58	2 2	WICHERT														
86	60	4 1	ST. ANNE	3 32	3 22	8 50	11.00	7.10	11.00								
	64	3 5	PAPINEAU														
	68	3 8	MARTINTON														
78	72	6 0	PITWOOD														
	77	2 1	WATSEKA	3 02	2 55	8 15	10 39	6.50	10 30	11.10							
87	80	2 2	COALER	2 54	2 49	8.09	10 31	6.40									
	82	0 8	WOODLAND							10 31							
	83	5 5	WOODLAND JCT.	2 39	2 34	7 49	10 11	6.20		10 21							
	88	1 0	MILFORD	2 19		7 42		6 10	9 10								
	89	3 6	MILFORD JCT.						9 00								
	93	1 5	CISSNA JCT.														
118	94	5 0	WELLINGTON	2 07				5 55									
	99	6 0	HOOPESTON	1.57		7 28		5.45	8.30								
	106	1 9	ROSSVILLE						7 50								
90	107	4 1	ROSSVILLE JCT.	1 45		7 15		5 28									
	111	3 1	ALVIN	1 37				5 20									
	114	4 1	BISMARCK	1 32				5 15	7.25								
	118	4 6	WEST NEWELL	1 24				5.07									
	123	0 2	NORTH YARD	1 12		6 40		4 57	7 10								
	123	0 2	DANVILLE	1 11 ¹⁰													
		1 4	CORY	1 10		6 38		4.55									
	125	1 0	OAKLAWN	1 05													
		0 7	WALZ			6 33		4.50									
	126		BREWER	1 00		6 30		4.45	7 00								
				AM	AM	PM	PM	AM	AM	AM							
				LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE							

DANVILLE instead of Brewer is district initial-terminal station for through first class schedules on Danville and Evansville Districts. See time of Westville District trains on page 16 as applying at North Yard and Danville.

EVANSVILLE DISTRICT—Southward

Train Order Stations	Distance from Chicago	Distance between Stations	TIME TABLE		FIRST CLASS								
			No. 25		95	91	9	99	1	89	93	235	97
			November 14, 1943		Dixie Flyer	Dixie Flyer Mail	Evansville Passenger	Dixie Flagler	Mall and Express	Dixie Express	Dixie Limited	Industrial	Dixie Mail
STATIONS			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily	
			LEAVE AM	LEAVE AM	LEAVE AM	LEAVE AM	LEAVE PM	LEAVE PM	LEAVE PM	LEAVE PM	LEAVE PM	LEAVE PM	
.....	126.5		BREWER w	12.49	1.42	3.26	10.11	12.43	3.41	4.31	.....	10.26
.....	128.9	2.4	RILEYSBURG .....	.....	.....	.....	.....	12.46	.....	.....	.....	.....
.....	131.0	2.1	GESSIE .....	.....	.....	.....	.....	12.50	.....	.....	.....	.....
.....	134.3	3.3	PERRYSVILLE .....	.....	.....	.....	.....	12.55	.....	.....	.....	.....
.....	136.9	2.6	DICKASON	12.59	1.52	3.37	.....	12.58	.....	.....	.....	.....
DN	141.1	4.2	CAYUGA	1.04	1.56	c 3.42	10.24	s 1.05	3.55	4.45	.....	10.40
.....	143.7	2.6	WALNUT GROVE w	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	146.9	3.2	NEWPORT	1.10	2.02	3.49	10.30	s 1.14	.....	.....	.....	10.46
.....	149.7	2.8	DANA STORAGE .....	.....	.....	.....	.....	.....	4.05	4.55	5.01	.....
.....	153.3	3.6	MONTEZUMA .....	.....	.....	.....	.....	s 1.25	.....	.....	.....	.....
DN	154.6	1.3	HILLSDALE.....	1.20	2.11	4.01	10.39	c 1.28	4.10	5.00	5.11	10.55	
.....	162.2	7.6	JACKSON w	1.28	2.19	.....	.....	1.36	.....	.....	5.20	.....
DN	162.9	0.7	CLINTON.....	1.29 ⁹⁰	2.20	s 4.11	10.48	s 1.41	c 4.22	c 5.10	s 5.24	c 11.05	
.....	164.3	1.4	LYFORD	1.33	2.24	4.15	10.52 ⁹²	1.45	4.26	5.14	5.28	11.09	
.....	167.3	3.0	ATHERTON.....	1.36	2.27	4.18	10.55	1.48	4.29	5.17	5.34	11.12	
DN	171.9	4.6	OTTER CREEK JCT.	1.41	2.32	4.23	10.59 ⁷⁹	1.53	4.34	5.22	5.40	11.17	
.....	173.8	1.9	DEWEY.....	1.43	2.34	4.25	.....	1.55	.....	.....	.....	11.19
DN	176.5	2.7	HALEY.....	1.46	2.37	4.28	11.03	1.58	4.39	5.27	5.47	11.22	
.....	177.3	0.8	LOCUST STREET .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
DN	177.5	0.2	TERRE HAUTE.....	s 1.49 s 2.04	s 2.40 s 2.55 ⁹⁴	s 4.33 s 4.53	s 11.05	s 2.01 s 2.25	s 4.42 s 4.47	s 5.30 s 5.35	6.00	s 11.25 s 11.35	
D	178.3	0.8	POPLAR STREET w	2.06	2.57	4.55	.....	2.27	.....	.....	.....	11.38
.....	180.2	1.9	BAKER.....	2.08	2.59	4.57	.....	2.29 ⁵²	4.49	5.38	.....	11.41
DN	181.6	1.4	SPRING HILL	2.10	3.01	4.59	11.10	2.31	4.51	5.40	.....	11.44
.....	189.0	7.4	PIMENTO.....	2.18	3.09 ⁹⁶	5.06	11.17	c 2.39	4.59	5.48	.....	11.52
.....	192.2	3.2	SEIFERT	2.21 ⁹⁴	3.12 ⁵⁷	5.09	11.20	2.51 ⁸	5.02	5.51	.....	11.55
DN	192.9	0.7	FARMERSBURG .....	.....	.....	.....	.....	s 2.52	.....	.....	.....	.....
D	198.4	5.5	SHELburn .....	.....	.....	5.15	.....	s 2.58	5.08	5.57	.....	.....
DN	203.7	5.3	SULLIVAN..... c&w	2.46 ⁹⁶	3.27	s 5.25	11.33	s 3.10	c 5.17	c 6.06	.....	12.07
.....	209.3	5.6	PAXTON.....	2.53	3.33	5.31	11.38	c 3.15	5.23	6.11	.....	12.14 ⁹⁰
DN	213.3	4.0	CARLISLE.....	2.57	3.38	c 5.35	11.41	s 3.20	5.27	6.15	.....	12.20
DN	220.0	6.7	OAKTOWN.....	3.05	3.45	5.42	11.47 ³⁶⁰	s 3.29	5.33	6.22 ⁵¹	.....	12.27
DN	224.7	4.7	EMISON.....	3.10	3.50	5.47	11.51	f 3.34	5.37	6.27 ⁵²	.....	12.32
.....	229.6	4.9	SMITH.....	3.16	3.56	5.52	11.56	3.39	5.42	6.32	.....	12.38
.....	234.7	5.1	VINCENNES.....	s 3.22	s 4.02	s 5.59	s 12.02	s 3.44	s 5.50 ⁵²	s 6.44 ⁹⁸	.....	s 12.44
DN	236.4	1.7	ALICE w	3.28	4.13	6.14	12.05	3.59	5.55	6.49	.....	1.01
.....	241.0	4.6	PURCELL.....	3.34	4.18	6.19	12.09	4.05	6.00	6.54 ¹⁰	.....	1.06
.....	246.4	5.4	DECKER.....	3.40	4.24	6.25	12.15 ⁵⁸	s 4.13	6.06	7.01	.....	1.12 ⁹⁴
D	248.8	2.4	HAZLETON.....	3.46	4.29	6.30	12.20	s 4.20	6.11	7.06	.....	1.17
.....	252.7	3.9	MILLER.....	3.52	4.34	6.36	12.25	4.31	6.21 ⁹⁸	7.13	.....	1.22
.....	255.5	2.8	PATOKA.....	.....	.....	.....	.....	s 4.35	.....	.....	.....	.....
.....	258.4	2.9	GIBSON.....	3.59	4.42	6.44	12.32 ³⁶¹	4.39 ⁵²	6.27 ¹⁰	7.20	.....	1.31 ⁹⁶
DN	259.1	0.7	PRINCETON.....	c 4.02	4.43	s 6.56	12.33	s 4.45	c 6.28	c 7.21	.....	s 1.40
.....	262.9	3.8	KING.....	4.08	4.49	7.02	12.37 ⁵³	4.50	6.33	7.26	.....	1.46
.....	265.4	2.6	MT. VERNON JCT. w	.....	.....	.....	.....	.....	.....	.....	.....	.....
DN	266.7	1.3	FORT BRANCH.....	4.14	4.54	c 7.08	12.41	s 4.56	6.38	7.34 ⁵⁴	.....	1.51
D	269.8	3.1	HAUBSTADT.....	4.18	4.58	7.12	.....	f 5.04	6.41	7.37	.....	1.55
.....	276.5	6.7	INGLE.....	4.27	5.06	7.21	12.51 ⁸	c 5.11	6.48	7.44	.....	2.03
DN	283.8	7.3	WANSFORD.....	4.35	5.15	7.33	12.58	s 5.18	6.55	7.52	.....	2.11
.....	284.6	0.8	BELT YARD.....	4.37	5.17	.....	.....	.....	.....	.....	.....	.....
.....	285.9	1.3	UNION TRACK JCT.	4.40	5.20	7.38	1.02	5.22	6.59	7.56	.....	2.15
DN	287.3	1.4	EVANSVILLE.....	4.50	5.30	7.50	1.13	5.30	7.15	8.15	.....	2.30
				AM	AM	AM	PM	PM	PM	PM	PM	AM	
				ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	

DANVILLE instead of Brewer is district initial-terminal station for through first class schedules on Danville and Evansville Districts.
 CLINTON—Train orders and time of trains apply at end of double track.
 POPLAR STREET—Train orders and time of trains apply at the second crossover to East track south of Poplar Street Yard Office. East track extends from second crossover south of Poplar Street Yard Office to Baker.
 BELT YARD—Train orders and time of trains apply at the main track switch, 900 ft. north of Morgan Ave., where trains leave and enter the yard.
 For information only, No. 99, see page 29.

EVANSVILLE DISTRICT—Southward

Siding Car Capacity	Station Numbers	Distance between Stations	TIME TABLE No. 25 November 14, 1943						SECOND CLASS						THIRD CLASS					
			57			51			53			79			361					
			Through Freight			Through Freight			Through Freight			Local Freight			Local Freight					
			Daily			Daily			Daily			Daily Ex. Sunday			Daily Ex. Sunday					
STATIONS			LEAVE AM	LEAVE PM				LEAVE AM	LEAVE AM	LEAVE AM										
	126		BREWER.....w	1.00	3.55				6.00	6.45										
	129	2 4	RILEYSBURG.....																	
	131	2 1	GESSIE.....																	
	134	3 3	PERRYSVILLE.....																	
	137	2 6	DICKASON.....																	
	141	4 2	CAYUGA.....	1.29	4.14				6.25											
	144	2 6	WALNUT GROVE.....w																	
	147	3 2	NEWPORT.....																	
	149	2 8	DANA STORAGE.....						6.45											
	153	3 6	MONTEZUMA.....																	
	155	1 3	HILLSDALE.....	1.45	4.34															
73	162	7 6	JACKSON.....w																	
	163	0 7	CLINTON.....	1.55	4.46				7.15	10.09										
90	164	1 4	LYFORD.....	1.59	4.50				7.21	10.15										
87	167	3 0	ATHERTON.....							10.35 ⁸⁸										
										10.45 ⁹²										
56	172	4 6	OTTER CREEK JCT.....	2.09	5.00				7.36	10.59 ⁹⁹										
111	174	1 9	DEWEY.....																	
		2 7	HALEY.....	2.15	5.10				7.45	12.10										
	177	0 8	LOCUST STREET.....																	
	178	0 2	TERRE HAUTE.....																	
	179	0 8	POPLAR STREET.....w						7.55				8.20							
56	180	1 9	BAKER.....	2.26	5.20				8.15				8.25							
85	182	1 4	SPRING HILL.....	2.34 ⁹⁴	5.22				8.20											
93	189	7 4	PIMENTO.....	2.49	5.32				8.40				8.45							
69	192	3 2	SEIFERT.....	3.03 ⁹⁶ 3.12 ⁹¹	5.38				8.47				8.55							
	193	0 7	FARMERSBURG.....																	
55	199	5 5	SHELBURN.....	3.22	5.44				9.00				9.20							
131	204	5 3	SULLIVAN.....c&w	3.34	5.55				9.20				9.43 ⁸⁸ 9.53 ⁹²							
62	209	5 6	PAXTON.....	3.41	6.02				9.36 ⁸⁸ 9.46 ⁹²				10.00							
77	214	4 0	CARLISLE.....	3.46	6.06				9.51				10.15							
77	220	6 7	OAKTOWN.....	3.53	6.22 ⁹³				10.05				10.40							
76	225	4 7	EMISON.....	3.59	6.32 ⁵²				10.15				10.50							
80	229	4 9	SMITH.....	4.05	6.50 ⁹⁸				10.25				11.00							
72	235	5 1	VINCENNES.....	4.12	7.16 ¹⁰				10.35				11.10 ³⁶⁰							
148	236	1 7	ALICE.....w	4.18	7.25				10.55 ³⁶⁰				11.30							
41	241	4 6	PURCELL.....	4.23	7.35				11.05				11.40							
62	246	5 4	DECKER.....	4.31	7.45				11.15				11.50							
37	248	2 4	HAZLETON.....	4.37	7.52				11.25				12.01 ⁵⁸							
63	252	3 9	MILLER.....	4.43	8.24 ⁵⁴				11.35				12.12							
	255	2 8	PATOKA.....										12.17							
77	258	2 9	GIBSON.....	4.51	8.34				11.45 ⁵⁸				12.32 ⁹⁹							
	259	0 7	PRINCETON.....										12.53							
60	263	3 8	KING.....	4.57	8.42				12.37 ⁹⁹				1.08 ⁸							
	266	2 5	MT. VERNON JCT.....w																	
59	267	1 3	FORT BRANCH.....	5.02	8.49				12.46				1.20							
32	270	3 1	HAUBSTADT.....	5.07					12.58 ⁸				1.25							
65	276	6 7	INGLE.....	5.16	8.59				1.12				1.40							
84	284	7 3	WANSFORD.....	5.25	9.10				1.22				1.55							
	285	0 8	BELT YARD.....	5.30	9.15				1.30				2.10							
		1 3	UNION TRACK JCT.....																	
	287	1 4	EVANSVILLE.....																	
				AM	PM				PM	PM			PM							
				ARRIVE	ARRIVE				ARRIVE	ARRIVE			ARRIVE							

DANVILLE instead of Brewer is district initial-terminal station for through first class schedules on Danville and Evansville Districts.
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EVANSVILLE DISTRICT—Northward

Train Order	Stations	Distance from Chicago	Distance between Stations	FIRST CLASS									
				TIME TABLE No. 25 November 14, 1943									
				96	236	88	92	8	98	10	90	94	
				ARRIVE AM	ARRIVE AM	ARRIVE AM	ARRIVE AM	ARRIVE PM	ARRIVE PM	ARRIVE PM	ARRIVE AM	ARRIVE AM	
				Chicago Passenger	Industrial	Dixie Express	Dixie Limited	Chicago Express	Dixie Flagler	Chicago Passenger	Dixie Flyer Mail	Dixie Flyer	
				Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
				STATIONS									
				BREWER	4.30		11.31	11.42	4.28	8.43	10.05	2.19	4.05
				RILEYSBURG									
				GESSIE			11.26	11.38	4.22	8.39	10.00		3.58
				PERRYSVILLE					4.18		9.56	2.10	3.54
				DICKASON	4.27		11.20 ⁷⁸	11.33 ⁷⁸	4.15				
DN	141 1	2 6		CAYUGA	4.22		11.16	11.29	s 4.11	8.30	f 9.48	2.02	3.46
				WALNUT GROVE	4.18		11.12	11.25	4.06		9.46	1.59	3.43
				NEWPORT	4.09		11.02	11.15	s 3.58		f 9.42	1.48	3.33
				DANA STORAGE		7.20							
				MONTEZUMA					s 3.48				
DN	154 6	7 6		HILLSDALE	3.58	7.10	10.52	11.05	3.46		9.30	1.38	3.22
				JACKSON	3.50		10.44	10.57			9.22		3.14
DN	162 9	1 4		CLINTON	3.49	s 6.59	c 10.43	10.56	s 3.39	8.03	s 9.18	1.29 ⁹⁵	c 3.13
				LYFORD	3.45	6.54	10.39	10.52 ⁸⁹	3.34	7.59	9.12	1.25	3.08
				ATHERTON	3.41	6.50	10.35 ⁷⁹	10.45 ⁷⁹	3.31		9.07	1.22	3.04
DN	171 9	1 9		OTTER CREEK JCT.	3.36	6.44	10.29	10.39	3.26	7.52	9.02	1.18	2.59
				DEWEY	3.33		10.27	10.37	3.24		8.59		2.56
DN	176 5	0 8		HALEY	3.30	6.38	10.24	10.34	3.22 ⁵⁸		8.56	1.13	2.53
				LOCUST STREET					3.21				
DN	177 5	0 8		TERRE HAUTE	s 3.27 s 3.22	6.35	s 10.22 s 10.17	s 10.32 s 10.27	s 3.20 s 3.05	s 7.45	s 8.53 s 8.38	s 1.10 s 12.50	s 2.50 s 2.40 ⁹¹
D	178 3	1 9		POPLAR STREET	3.21		10.15	10.25				12.48	2.38
				BAKER	3.19		10.12	10.22			8.32 ⁵²		2.36
DN	181 6	7 4		SPRING HILL	3.17		10.10	10.20	2.59	7.38	8.30	12.44	2.34 ⁵⁷
				PIMENTO	3.09 ⁹¹		10.03	10.13	2.54		8.23	12.37	2.26
				SEIFERT	3.03 ⁵⁷		10.00	10.10	2.51 ¹	7.28	8.19	12.34	2.21 ⁹⁵
DN	192 9	5 5		FARMERSBURG					2.50		f 8.18		
D	198 4	5 3		SHELburn	2.57		9.54	10.04	2.43		8.11		
DN	203 7	5 6		SULLIVAN	c 2.46 ⁹⁵		s 9.43 ³⁶¹	s 9.53 ³⁶¹	s 2.33	7.16	s 7.58	12.22	2.08
				PAXTON	2.37		9.36 ⁵³	9.46 ⁵³	2.26	7.10	7.49	12.14 ⁹⁷	1.59
DN	213 3	6 7		CARLISLE	2.34		9.32	9.42	s 2.22	7.06	f 7.43	12.10	1.55
DN	220 0	4 7		OAKTOWN	2.27		9.26	9.36	2.14	7.00	f 7.34	12.03	1.47
DN	224 7	4 9		EMISON	2.22		9.21	9.31	2.09	6.56 ⁵²	7.28	11.58	1.42
				SMITH	2.16		9.15	9.25	2.01	6.50 ⁵¹	7.22	11.52	1.36
				VINCENNES	s 2.10		s 9.08	s 9.18	s 1.55	s 6.44 ⁹³	s 7.16 ⁵¹	s 11.46	s 1.30
DN	236 4	4 6		ALICE	2.01		9.01	9.11	1.44	6.40	7.00	11.33	1.24
				PURCELL	1.55		8.56	9.06	1.40		6.54 ⁹³		1.18
				DECKER	1.49		8.51	9.01	1.34	6.31	6.44	11.23	1.12 ⁹⁷
D	248 8	3 9		HAZLETON	1.43		8.46	8.56	1.29		f 6.38		12.58
				MILLER	1.37		8.41	8.51	1.24	6.21 ⁸⁹	6.34	11.15	12.52
				PATOKA									
				GIBSON	1.31 ⁹⁷		8.34	8.44	1.16	6.15	6.27 ⁸⁹	11.07	12.44
DN	259 1	3 8		PRINCETON	s 1.30		s 8.33	s 8.43	s 1.15	6.14	s 6.21	11.06	12.43
				KING	1.23		8.27	8.37	1.08 ³⁶¹	6.10	6.15	11.02	12.36
				MT. VERNON JCT.									
DN	266 7	3 1		FORT BRANCH	1.18		8.23	8.33	s 1.03	6.07	f 6.12	10.58	12.31
D	269 8	6 7		HAUBSTADT	1.15		8.20	8.30	12.58 ⁵³	6.04	6.09	10.55	12.27
				INGLE	1.10		8.13	8.23	12.51 ⁹⁹	5.58	6.03	10.48	12.19
DN	283 8	0 8		WANSFORD	1.00		8.05	8.15	12.40	5.52	5.57	10.40	12.11
				BELT YARD									
				UNION TRACK JCT.	12.57		8.02	8.12	12.37	5.49	5.54	10.37	12.06
DN	287 3			EVANSVILLE	12.50		7.55	8.05	12.30	5.42	5.47	10.30	11.59
					AM	AM	AM	AM	PM	PM	PM	PM	PM
					LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE

DANVILLE instead of Brewer is district initial-terminal station for through first class schedules on Danville and Evansville Districts.
 CLINTON—Train orders and time of trains apply at end of double track.
 POPLAR STREET—Train orders and time of trains apply at the second crossover to East track south of Poplar Street Yard Office. East track extends from second crossover south of Poplar Street Yard Office to Baker.
 BELT YARD—Train orders and time of trains apply at the main track switch, 900 ft. north of Morgan Ave., where trains leave and enter the yard. For information only, 9S, see page 29.

EVANSVILLE DISTRICT—Northward

Siding Car Capacity	Station Numbers	Distance between Stations	TIME TABLE		SECOND CLASS				THIRD CLASS				
			No. 25		58	54			78	360	52		
			November 14, 1943		Through Freight	Through Freight			Local Freight	Local Freight	Through Freight		
			STATIONS		Daily	Daily			Daily Ex. Sunday	Daily Ex. Sunday	Daily		
			ARRIVE	ARRIVE			ARRIVE	ARRIVE	ARRIVE				
			PM	PM			PM	PM	PM				
.....	126	2.4	BREWER.....w	5.10	11.59	.....	2.45	.....	11.50	.....	.....	.....	.....
.....	129	2.1	RILEYSBURG.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	131	3.3	GESSIE.....	4.47	.....	.....	.....	.....	11.10	.....	.....	.....	.....
.....	134	2.6	PERRYSVILLE.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
94	137	4.2	DICKASON.....	4.35	.....	.....	11.33 ⁹²	.....	10.55	.....	.....	.....	.....
.....	141	2.6	CAYUGA.....	4.27	11.27	.....	11.20 ⁸⁸	.....	10.45	.....	.....	.....	.....
78	144	3.2	WALNUT GROVE.....w	4.23	11.23	.....	.....	.....	10.35	.....	.....	.....	.....
.....	147	3.2	NEWPORT.....	4.18	11.18	.....	.....	.....	10.20	.....	.....	.....	.....
.....	149	2.8	DANA STORAGE.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	153	3.6	MONTEZUMA.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	155	7.6	HILLSDALE.....	4.05	11.00	.....	.....	.....	9.55	.....	.....	.....	.....
58	162	0.7	JACKSON.....w	3.52	.....	.....	.....	.....	9.35	.....	.....	.....	.....
.....	163	1.4	CLINTON.....	3.50	10.51	.....	9.25	.....	9.30	.....	.....	.....	.....
90	164	3.0	LYFORD.....	3.43	10.46	.....	9.13	.....	9.24	.....	.....	.....	.....
87	167	4.6	ATHERTON.....	3.38	10.42	.....	9.07	.....	9.19	.....	.....	.....	.....
56	172	1.9	OTTER CREEK JCT.....	3.30	10.36	.....	9.00	.....	9.12	.....	.....	.....	.....
111	174	2.7	DEWEY.....	3.25	10.33	.....	8.50	.....	9.07	.....	.....	.....	.....
.....	.....	0.8	HALEY.....	3.22 ⁸	10.30	.....	8.45	.....	9.01	.....	.....	.....	.....
.....	177	0.2	LOCUST STREET.....	2.57	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	178	0.8	TERRE HAUTE.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	179	1.9	POPLAR STREET.....w	2.34	10.25	.....	.....	2.20	8.53	.....	.....	.....	.....
56	180	1.4	BAKER.....	2.29 ¹	10.22	.....	.....	.....	8.32 ¹⁰	.....	.....	.....	.....
85	182	7.4	SPRING HILL.....	2.12	10.18	.....	.....	2.00	8.20	.....	.....	.....	.....
93	189	3.2	PIMENTO.....	2.00	10.10	.....	.....	1.45	8.07	.....	.....	.....	.....
69	192	0.7	SEIFERT.....	1.53	10.06	.....	.....	1.37	8.00	.....	.....	.....	.....
.....	193	5.5	FARMERSBURG.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
55	199	5.3	SHELURN.....	1.40	9.59	.....	.....	1.00	7.50	.....	.....	.....	.....
131	204	5.6	SULLIVAN.....c&w	1.30	9.53	.....	.....	12.30	7.43	.....	.....	.....	.....
62	209	4.0	PAXTON.....	1.13	9.38	.....	.....	12.10	7.29	.....	.....	.....	.....
77	214	6.7	CARLISLE.....	1.08	9.33	.....	.....	12.01	7.23	.....	.....	.....	.....
77	220	4.7	OAKTOWN.....	12.58	9.25	.....	.....	11.47 ⁹⁹	7.15	.....	.....	.....	.....
76	225	4.9	EMISON.....	12.51	9.19	.....	.....	11.30	6.56 ⁹⁵	.....	.....	.....	.....
80	229	5.1	SMITH.....	12.43	9.12	.....	.....	11.20	6.27 ⁹³	.....	.....	.....	.....
72	235	1.7	VINCENNES.....	12.35	9.01	.....	.....	11.10 ³⁶¹	5.58	.....	.....	.....	.....
148	236	4.6	ALICE.....w	12.30	8.56	.....	.....	10.55 ⁵³	5.50 ⁸⁹	.....	.....	.....	.....
41	241	5.4	PURCELL.....	12.25	8.48	.....	.....	10.21	5.20	.....	.....	.....	.....
62	246	2.4	DECKER.....	12.15 ⁹⁹	8.41	.....	.....	10.00	5.05	.....	.....	.....	.....
37	248	3.9	HAZLETON.....	12.01 ³⁶¹	8.30	.....	.....	9.46	4.57	.....	.....	.....	.....
63	252	2.8	MILLER.....	11.55	8.24 ⁵¹	.....	.....	9.37	4.51	.....	.....	.....	.....
.....	255	2.9	PATOKA.....	.....	.....	.....	.....	9.30	.....	.....	.....	.....	.....
77	258	0.7	GIBSON.....	11.45 ⁵³	7.58	.....	.....	9.23	4.39 ¹	.....	.....	.....	.....
.....	259	3.8	PRINCETON.....	.....	.....	.....	.....	9.18	.....	.....	.....	.....	.....
60	263	2.5	KING.....	11.38	7.44	.....	.....	8.58	4.20	.....	.....	.....	.....
.....	266	1.3	MT. VERNON JCT.....w	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
59	267	3.1	FORT BRANCH.....	11.31	7.34 ⁹³	.....	.....	8.49	4.09	.....	.....	.....	.....
32	270	6.7	HAUBSTADT.....	11.26	7.23	.....	.....	8.44	4.05	.....	.....	.....	.....
65	276	7.3	INGLE.....	11.18	7.15	.....	.....	8.35	3.55	.....	.....	.....	.....
84	284	0.8	WANSFORD.....	11.05	7.05	.....	.....	8.20	3.45	.....	.....	.....	.....
.....	285	1.3	BELT YARD.....	11.00	7.00	.....	.....	8.15	3.40	.....	.....	.....	.....
.....	.....	1.4	UNION TRACK JCT.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	287	.....	EVANSVILLE.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
				AM	PM		AM	AM	PM				
				LEAVE	LEAVE		LEAVE	LEAVE	LEAVE				

DANVILLE instead of Brewer is district initial-terminal station for through first class schedules on Danville and Evansville Districts.
 CLINTON—Train orders and time of trains apply at end of double track.
 POPLAR STREET—Train orders and time of trains apply at the second crossover to East track south of Poplar Street Yard Office. East track extends from second crossover south of Poplar Street Yard Office to Baker.
 BELT YARD—Train orders and time of trains apply at the main track switch, 900 ft. north of Morgan Ave., where trains leave and enter the yard.

ST. LOUIS DISTRICT—Southward

Train Order and Block Stations	Distance from Chloase	Distance between Stations	TIME TABLE No. 25 November 14, 1943											
			FIRST CLASS				SECOND CLASS		THIRD CLASS					
			23 The Silent Knight	123 So. Ill. Express	21 The Zipper	121 Egyptian Zipper	65 Through Freight	63 Through Freight	165 Through Freight	573 Local Freight	173 Local Freight	75 Local Freight		
STATIONS			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Monday, Wednesday, Friday	Daily Ex. Sunday	Tuesday, Thursday, Saturday		
			LEAVE AM	LEAVE AM	LEAVE PM	LEAVE PM	LEAVE AM	LEAVE PM	LEAVE AM	LEAVE AM	LEAVE AM	LEAVE AM		
DNB	82 6		WOODLAND JCT.	1.37		12.41		12.12	8.47				7.40	
DB	87 5	4.9	BRYCE	1.42		12.46		12.22	8.55				7.50	
DNB	92 3	4.8	GOODWINE	1.47		12.52		12.30	9.03				8.03	
DB	96 1	3.8	FOUNTAIN CREEK	1.51		12.56		12.37	9.09				8.10	
	99 8	3.7	HUSTLE	1.55 ⁶⁴		1.00		12.44	9.16				8.25	
DNB	103 4	3.6	REILLY	1.59		1.05 ²²		12.51	9.28 ⁶²				8.35	
DB	108 0	4.6	ELLIS	2.05		1.11		12.59	9.36				8.51	
DNB	114 2	6.2	GERALD	2.13		1.18		1.11	9.49				9.15	
DNB	120 0	5.8	ROYAL	2.19		1.24		1.21 ⁶⁴	9.58				9.40	
DNB	125 9	5.9	GLOVER	2.26		1.31		1.30	10.08				10.00	
	129 1	3.2	TIPTON										10.10	
DNB	136 5	7.4	BLOCK	2.38		1.42		1.49	10.25				10.30	
DB	140 0	3.5	BONGARD	2.43		1.46		1.57	10.30				10.45	
	144 8	4.8	VILLA GROVE JCT.											
DNB	145 1	0.3	VILLA GROVE	s 2.51 ⁶⁵ 3.15	s 3.30 ⁶⁵	s 1.54 ⁶⁵ 2.02	2.10	2.15 ²³ 4.05 ¹²³	10.45 11.01	5.10		6.20	11.05	
	146 3	1.2	V. E.											
DB	148 9	2.6	WEST RIDGE			2.08	f 2.15							
	153 4	4.5	TUSCOLA	c 3.28	s 3.46	c 2.14	s 2.23	4.19						
DNB	153 5	0.1	T. Y. TOWER	3.29		2.15	2.24	4.24	11.23	5.31				
	155 5	2.0	CRAIGS											
DB	159 4	3.9	BOURBON				s 2.33	4.32						
DNB	164 7	5.3	ARTHUR	c 3.44	s 4.03	2.27	s 2.41	4.44	11.41	5.51				
DB	168 4	3.7	CADWELL		f 4.09		s 2.48							
	173 1	4.7	CHIPPS											
DNB	176 1	3.0	SULLIVAN	w c 4.01	s 4.23	c 2.42	s 3.01	5.05	12.01	6.11				
	179 5	3.4	KIRKSVILLE				c 3.07							
	184 2	4.7	HALL	c & w 4.18	4.40		3.17	5.20	12.15	6.26	7.00			
	185 2	1.0	FINDLAY	w c 4.21	s 4.43	2.59	s 3.19				7.05			
DNB	185 5	0.3	FINDLAY JCT.	4.22	4.44	3.00	3.20	5.22	12.18	6.31	7.06	10.15		
DB	191 8	6.3	WESTERVELT	4.30		3.08		5.32			7.20			
	194 3	2.5	HENTON								7.30			
DB	199 3	5.0	DOLLVILLE			3.17		5.46			7.40			
	204 7	5.4	PANA SIDING	w 4.47				6.01	12.50		7.50			
DNB	205 1	0.4	PANA	s 4.56		s 3.29		6.20	1.20		8.30			
	209 5	4.4	ROSAMOND											
	213 5	4.0	OHLMAN											
DN	218 2	4.7	NOKOMIS	w 4.47										
	222 9	4.7	WITT											
	227 4	4.5	IRVING											
DN	232 4	5.0	HILLSBORO	c & w 4.47										
	243 2	10.8	JOAN											
DN	252 9	9.7	LIVINGSTON	w 4.47										
	265 9	13.0	GARD											
	274 5	8.6	HOPKINS											
D	275 1	0.6	MITCHELL YARD					10.00	4.30		2.00			
DN	275 7	0.6	LENOX	6.29										
	276.2	0.5	MITCHELL											
	278.7	2.5	NAMEOKI											
	281.3	2.6	GRANITE CITY	s 6.44		4.40								
	288.0	6.7	WASHINGTON AVE.	s 7.03		c 4.59								
DN	290.4	2.4	ST. LOUIS	7.14		5.10								
				AM	AM	PM	PM	AM	AM	AM	PM	AM	AM	
				ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	

Between Pana and Granite City trains will use Big 4 current time table.
Between Granite City and St. Louis use TRRA current time table and instructions.
See Rule 3—Page 23

VILLA GROVE JCT.—See time of Westville District trains on page 16 as applying at Villa Grove Jct.
FINDLAY JCT.—Train orders and time of trains apply at end of double track.
No. 75 will handle milk and express.
No. 573 will handle milk and express to and from stations Pana to Findlay inclusive, except Henton.

ST. LOUIS DISTRICT—Northward

Siding	Car Capacity	Station Numbers	Distance between Stations	TIME TABLE										
				No. 25										
				November 14, 1943										
				STATIONS										
				FIRST CLASS				SECOND CLASS		THIRD CLASS				
				124	24	122	22	62	64	574	74	172	164	
				Chicago Express	The Silent Knight	Egyptian Zipper	The Zipper	Through Freight	Through Freight	Local Freight	Local Freight	Local Freight	Through Freight	
				Daily	Daily	Daily	Daily	Daily	Daily	Tuesday, Thursday, Saturday	Monday, Wednesday, Friday	Daily Ex. Sunday	Daily	
				ARRIVE AM	ARRIVE AM	ARRIVE AM	ARRIVE PM	ARRIVE PM	ARRIVE AM	ARRIVE PM	ARRIVE AM	ARRIVE PM	ARRIVE PM	
.....		83	4.9	WOODLAND JCT.										
83	C 88	4.8		BRYCE		5.14	1.22	10 11	2.34		10 21			
90	C 92	3.8		GOODWINE		5.06		10 02	2.24		10 10			
88	C 96	3.7		FOUNTAIN CREEK		5.01	1.13	9 52	2.12		10 00			
78	C100	3.6		HUSTLE		4.56		9 45	2.05		9 45			
						4.51		9 38	1 55 ²³		9 30			
77	C103	4.6		REILLY		4.46	1.05 ²¹	9 28 ⁶³	1.45		9 15			
89	C108	6.2		ELLIS		4.40	1.00	9 07	1.40		9 00			
90	C114	5.8		GERALD	w	4.32	12.55	8 57	1.30		8 47			
77	C120	5.9		ROYAL		4.24	12.50	8 48	1.21 ⁶⁵		8 29			
100	C126	3.2		GLOVER		4.16	12.45	8 37	1.08		8 08			
	C129	7.4		TIPTON							7 55			
80	C136	3.5		BLOCK		4.03	12.35	8 16	12 51		7 40			
80	C140	4.8		BONGARD		3.58	12.31	8 08	12 45		7 30			
	C144	0.3		VILLA GROVE JCT.										
	C145	1.2	w	VILLA GROVE	2.19	s { 3.49 3.19	s 11.45	s { 12.25 12.20	{ 7.55 6.55	{ 12.35 11.55	7 15	5 10	10 40	
		2.6		V. E.	2.02	3.14	11 27	12.16	5 52	11 48			10 01	
	C149	4.5		WEST RIDGE	1.56	3.11	11 23		5 42	11 43				
	C153	0.1	s	TUSCOLA	1.50	c 3.06	s 11.16	c 12.09						
64	C154	2.0		T. Y. TOWER	1.49	3.05	11 13		5 29	11 33				
	C156	3.9		CRAIGS										
	C159	5.3	w	BOURBON			s 11 03		5 16	11 20				
65	C165	3.7	s	ARTHUR	1.30	c 2.51	s 10 53	11.56	5 06	11 11				
	C168	4.7	f	CADWELL	1.22	2.45	s 10 45		4 58	11 03				
	C173	3.0		CHIPPS										
92	C176	3.4	w	SULLIVAN	1.12	s 2.35	s 10 34	s 11 44	4 44	10 50				
	C180	4.7		KIRKSVILLE			c 10 26							
85	C184	1.0	c&w	HALL		2.21	10 19	11 29	4 26	10 30	1 45			
	C185	0.3	w	FINDLAY	12.50	c 2.16	s 10 16				1 30			
	C186	6.3		FINDLAY JCT.	12.47	2.15	10 14	11 28	4 23	10 27	1 25	2 45	8 10	
84	Y192	2.5		WESTERVELT		2.08		11.22	4 13	10 16	1 08			
	Y194	5.0		HENTON							12 58			
84	Y199	5.4		DOLLVILLE		2.00		11.15	3 58	10 04	12 48			
60	Y204	0.4	w	PANA SIDING		1.53			3 47	9 47	12 32			
	Y205	4.4		PANA		s 1.52		s 11 09	3 45	9 45	12 30			
	Y209	4.0		ROSAMOND										
62	Y213	4.7		OHLMAN										
66	Y218	4.7	w	NOKOMIS										
103	Y222	4.5		WITT										
55	Y227	5.0		IRVING										
93	Y232	10.8	c&w	HILLSBORO										
	Y243	9.7		JOAN										
70	Y253	13.0	w	LIVINGSTON										
71	Y266	8.6		GARD										
		0.6		HOPKINS										
	Y276	0.6		MITCHELL YARD					1 15	7 45	7 00			
		0.5		LENOX		12.32								
		2.5		MITCHELL										
	Y279	2.6		NAMEOKI										
	Y282	6.7		GRANITE CITY		c 12.26		9.57						
		2.4		WASHINGTON AVE.		12.07		c 9.43						
	Y290			ST. LOUIS		11.59		9.35						
					AM	PM	AM	AM	PM	PM	AM	AM	PM	PM
					LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE

Between Pana and Granite City trains will use Big 4 current time table.
 Between Granite City and St. Louis use TRRA current time table and instructions.
 See Rule 3—Page 23

VILLA GROVE JCT.—See time of Westville District trains on page 16 as applying at Villa Grove Jct.
 FINDLAY JCT.—Train orders and time of trains apply at end of double track.
 No. 74 will handle milk and express.
 No. 574 will handle milk and express to and from stations Pana to Findlay inclusive, except Henton.

SALEM DISTRICT—Southward

Train Order Stations	Distance from Chicago	Distance between Stations	TIME TABLE No. 25 November 14, 1943	FIRST CLASS			THIRD CLASS						
				125	123	121	165	185	177	175	173	181	
				Passenger Equipment	So. Ill. Express	Egyptian Zipper	Through Freight	C.B.&Q. Freight No. 70	Local Freight	Local Freight	Local Freight	Mixed	
				Daily	Daily	Daily	Daily	Daily	Monday, Wednesday, Friday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	
STATIONS				LEAVE AM	LEAVE AM	LEAVE PM	LEAVE AM	LEAVE PM	LEAVE AM	LEAVE AM	LEAVE AM	LEAVE AM	
DN	185.5		FINDLAY JCT.										
.....	192.8	7.3	FAIR GROUND	w	4.44	3.20	6.31					10.15	
.....	193.9	1.1	SHELBYVILLE		4.55	3.30	6.43					10.31	
.....	198.4	4.5	BAXTER		s 5.03	s 3.34							
.....	200.1	1.7	CLARKSBURG			3.42							
DN	204.5	4.4	MODE		5.17	3.46							
.....	208.1	3.6	HOLLAND		s 5.32	s 3.55	7.19					11.25	172
.....	212.9	4.8	MOCCASIN			4.02							
DN	218.9	6.0	ALTAMONT		5.44	s 4.10	7.31						
DN	224.4	5.5	S. X. TOWER	w	s 5.59	s 4.25	7.53						
.....	224.6	0.2	ST. ELMO			4.33	8.03					12.30	
.....	229.7	5.1	ST. JAMES		s 6.09	s 4.35							
D	233.2	3.5	LOOGOOTEE		6.17	s 4.44	8.14						
D	235.7	2.5	ST. PETER		s 6.22	s 4.50							
.....	242.4	6.7	KINMUNDY		s 6.28	s 4.55	8.46	122					
DN	242.7	0.3	K. J. TOWER		s 6.40	s 5.08							
.....	248.2	5.5	BRUBAKER		6.41	5.09	9.07	172					
DN	252.1	3.9	SALEM YARD	w		5.16	9.15						
.....	253.8	1.7	SALEM		7.01	5.23	9.30						
DN	254.1	0.3	S. A. TOWER			5.33	11.35			9.01		2.20	
.....	260.0	5.9	CARTTER		s 7.12	s 5.39							
DN	263.3	3.3	KELL		7.14	5.40	11.40						
.....	267.2	3.9	TEXICO		f 7.22	s 5.49							
.....	275.7	8.5	MT. VERNON	w	s 7.28	s 5.56	11.59						
DN	276.2	0.5	V. N. TOWER		f 7.35	s 6.03	12.07	164					
.....	283.7	7.5	BONNIE		s 7.58	s 6.18	12.32	174		11.32	174		
D	287.2	3.5	INA			6.20	12.35	176		1.20	165		
.....	291.7	4.5	WHITTINGTON		8.10	f 6.32							
DN	298.0	6.3	BENTON		s 8.18	s 6.39	12.55						
DN	305.0	7.0	WEST FRANKFORT	c&w	s 8.25	s 6.47							
D	310.7	5.7	JOHNSTON CITY		s 8.40	s 7.01	1.15			1.50			
.....	311.3	0.6	BARLOW		s 9.00	s 7.20	1.35		6.45	2.45			
DN	316.6	5.3	MARION		s 9.10	s 7.30							
.....	316.9	0.3	MARION SIDING		9.12	7.32	1.55	176	7.13				
.....	321.8	4.9	HUDGENS		s 9.25	s 7.44	2.35		7.54				
DN	324.0	2.2	NEILSON		9.26	7.46	2.43		8.06				
DN	329.3	5.3	GOREVILLE	w	9.34	7.56							
.....	334.0	4.7	OMAR		f 9.40	f 8.01	2.47	3.35	8.20				
.....	336.4	2.4	BUNCOMBE		s 9.55	s 8.15	3.01		8.35				
.....	339.7	3.3	WEST VIENNA		10.05	8.25	3.10		8.50				
DN	339.8	0.1	W. V. TOWER		c10.12	c 8.33			9.05				
.....	340.8	1.0	BRUCE		s10.20	f 8.39							
DN	345.3	4.5	CYPRESS	c&w		8.40	3.22	4.15	9.20				
.....	347.6	2.3	JOPPA JCT.		10.22	8.42	3.24		9.22				
.....	351.1	3.5	PERKS		s10.37	9.00	3.45		9.55	164		10.37	123
.....	356.5	5.4	ULLIN		5.00	10.50	3.49		10.37	181		10.55	177
DN	362.8	6.3	TAMMS	w		c11.00			11.05	123			
D	369.3	6.5	OLIVE BRANCH			s11.15	4.04						
DN	378.0	8.7	THEBES	w		s11.30							
.....	379.7	1.7	GALE JCT.			s11.45	4.41		1.08				
.....	380.3	0.6	NORTH JCT.			12.30	5.10						
DN	394.4	14.1	CHAFFEE				7.00						

FINDLAY JCT—Train orders and time of trains apply at end of double track.
 SALEM YARD—Train orders and time of southward trains apply at train order signal.
 CYPRESS—Train orders for and time of No's 121, 180 and 181 apply at train order signal. No. 180 will pull by train order signal to discharge passengers on station platform.
 THEBES—Train orders and time of trains apply at station.
 No. 125 will lose right and schedule when one hour late.

SALEM DISTRICT—Northward

Siding	Car Capacity	Station Numbers	Distance between Stations	TIME TABLE		FIRST CLASS		THIRD CLASS					
				No. 25		122	124	184	164	180	174	176	172
				November 14, 1943		Egyptian Zipper	Chicago Express	CR&Q Freight No. 73	Through Freight	Mixed	Local Freight	Local Freight	Local Freight
STATIONS				Daily	Daily	Daily	Daily	Daily Ex Sunday	Daily Ex Sunday	Tuesday, Thursday, Saturday	Daily Ex Sunday		
				ARRIVE AM	ARRIVE AM	ARRIVE AM	ARRIVE PM	ARRIVE AM	ARRIVE PM	ARRIVE PM	ARRIVE PM		
75	C186	7.3	FINDLAY JCT.	10.14	12.47		8.10				2.45		
	C193	1.1	FAIR GROUND	10.04	12.37		7.57				2.05		
	C194	4.5	SHELBYVILLE	10.02	12.35								
	C198	1.7	BAXTER	9.52									
75	C200	4.4	CLARKSBURG	9.49	12.24								
68	C205	3.6	MODE	9.43	12.14		7.05				11.25 ¹⁷³		
	C208	4.8	HOLLAND	9.35									
83	C213	6.0	MOCCASIN	9.29	11.54		6.45						
75	C219	5.5	ALTAMONT	9.18	11.43								
60	C223	0.2	S. X. TOWER				6.30				9.45		
	C224	5.1	ST. ELMO	9.08	11.30								
75	C230	3.5	ST. JAMES	8.59	11.18		6.12						
	C233	2.5	LOGOOTE	8.53	11.11								
75	C236	6.7	ST. PETER	8.46 ¹⁶⁵	11.06		6.01						
	C242	0.3	KINMUNDY	8.34	10.52								
72		5.5	K. J. TOWER	8.32	10.49		5.48				9.07 ¹⁶⁵		
	C248	3.9	BRUBAKER	8.22									
	C252	1.7	SALEM YARD	8.15	10.34		5.23 ¹²¹ 2.10		3.00		8.40		
	C254	0.3	SALEM	8.02	10.24								
103		5.9	S. A. TOWER	7.55	10.18		2.05						
	C260	3.3	CARTTER	7.46	10.09								
95	C263	3.9	KELL	7.41	10.03								
76	C267	8.5	TEXICO	7.35 ¹²³	9.56								
71	C276	0.5	MT. VERNON	7.25	9.41		12.32 ¹⁷⁵ ¹⁷⁴ ¹⁶⁵		1.20 ¹⁶⁴ 11.32 ¹⁶⁵ ¹⁷⁵				
		7.5	V. N. TOWER										
	C284	3.5	BONNIE	7.15	9.19								
96	C287	4.5	INA	7.10	9.11		12.01						
	C292	6.3	WHITTINGTON	7.02	9.02								
73	C298	7.0	BENTON	6.55	8.50		11.45		8.40 ¹²³				
69	C305	5.7	WEST FRANKFORT	6.40	8.25		11.30		8.15	2.30			
	C311	0.6	JOHNSTON CITY	6.30	8.10								
75	C312	5.3	BARLOW	6.27	8.05					1.55 ¹⁶⁵			
	C317	0.3	MARION	6.20	7.50								
75	C318	4.9	MARION SIDING	6.17	7.46 ¹²¹		11.07			1.20			
	C322	2.2	HUDGENS	6.12	7.38								
	C324	5.3	NEILSON	6.08	7.33	10.35	10.57			12.10			
75	C329	4.7	GOREVILLE	6.00	7.24	10.20	10.47						
74	C333	2.4	OMAR	5.50	7.14	10.05 ¹²³	10.40						
	C336	3.3	BUNCOMBE	5.46	7.08								
	C340	0.1	WEST VIENNA	5.40	7.01								
		1.0	W. V. TOWER	5.39	6.59	9.45	10.24			11.05			
64	C341	4.5	BRUCE	5.37	6.57		10.22 ¹²³						
75	C345	2.3	CYPRESS	5.30	6.51		9.55 ¹⁷⁷	9.15		10.37 ¹²³ ¹⁸¹			
	C348	3.5	JOPPA JCT.	5.20	6.41			9.05		10.25			
	C351	5.4	PERKS		6.34		9.02			10.09			
75	C357	6.3	ULLIN		6.22		8.50						
75	C363	6.5	TAMMS		6.08		8.35			9.39			
33	C369	8.7	OLIVE BRANCH		5.55								
	C378	1.7	THEBES		5.40		8.01			8.30			
		0.6	GALE JCT.										
		14.1	NORTH JCT.										
	C394		CHAFFEE				7.15						

FINDLAY JCT—Train orders and time of trains apply at end of double track
 SALEM YARD—Train orders and time of southward trains apply at train order signal.
 CYPRESS—Train orders for and time of No's 121, 180 and 181 apply at train order signal. No. 180 will pull by train order signal to discharge passengers on station platform
 THEBES—Train orders and time of trains apply at station.

Southward—WESTVILLE DISTRICT—Northward

THIRD CLASS		FIRST CLASS			Train Order and Block Stations	Distance from Chicago	Distance between Station	TIME TABLE No. 25 November 14, 1943	Station Numbers	Sillage Car Capacity	FIRST CLASS		THIRD CLASS	
87	77	#239	121	#237							122	#238	86	76
Local Freight	Local Freight	Miner Train	Egyptian Zipper	Miner Train							Egyptian Zipper	Miner Train	Local Freight	Local Freight
Tuesday, Thursday, Saturday	Daily Ex. Sunday	Daily Ex. Sunday and Holidays	Daily	Daily Ex. Sunday and Holidays	Daily	Daily Ex. Sunday and Holidays	Tuesday, Thursday, Saturday	Daily Ex. Sunday						
LEAVE AM	LEAVE AM	LEAVE PM	LEAVE PM	LEAVE AM					ARRIVE PM	ARRIVE PM	ARRIVE AM	ARRIVE PM		
	7.10		12.25		123.2		DANVILLE	123	1.55					
	7.15		12.28		DNB 123.0	0.2	NORTH YARD	W 123	1.51			1.25		
	7.30		12.30	5.40	123.6	0.6	RILEY TRACK		1.49	4.10		1.20		
	7.45		s12.38	s 5.57	DB 128.8	5.2	GRAPE CREEK	W129 38	s 1.39	s 3.52		1.07		
	7.55		s12.44	s 6.10	132.4	3.6	WESTVILLE	W132	s 1.29	s 3.40		12.55		
	8.05		12.45 ⁷⁰	6.11	DNB 132.8	0.4	W. R. TOWER		1.25	3.38		12.45 ¹²¹		
	8.15		12.49		136.1	3.3	PEABODY JCT.		1.20			11.52		
	8.27		12.51	6.45	136.8	0.7	BUNSEN SWITCH		1.19	3.30				
	8.40		s12.57		137.7	0.9	RIOLA	W137	1.18			11.48		
	8.50		1.01		D 142.1	4.4	INDIANOLA	W142 48	s 1.12			11.40		
	9.01		1.02		145.3	3.2	SCONCE		1.08					
	9.04		1.05 ¹²²		145.6	0.3	SIDELL JCT.	W	1.07		9.20	11.27		
	9.10		1.10		D 146.5	0.9	SIDELL	W146	s 1.05 ¹²¹		9.15	11.25		
	9.20		s 1.14		150.1	3.6	HASTINGS	W150	12.55			11.10		
	9.30		s 1.19		D 152.6	2.5	ALLERTON	W153	s12.52			11.05		
	9.37		s 1.26		D 155.7	3.1	BROADLANDS	W156	s12.48			10.56		
	9.55		s 1.30		D 159.7	4.0	LONGVIEW	W160	s12.43			10.46		
			s 1.35		D 161.9	2.2	FAIRLAND	W162	s12.37			10.41		
			s 1.40		164.9	3.0	VILLA GROVE JCT.	C144	12.32			10.35		
					DN 165.2	0.3	VILLA GROVE	C145	s12.30			10.30		
AM ARRIVE	AM ARRIVE	PM ARRIVE	PM ARRIVE	AM ARRIVE					PM LEAVE	PM LEAVE	AM LEAVE	AM LEAVE		

‡—Indicates trains will not be operated on New Years, April 1st, Memorial, Independence, Labor, Armistice, Thanksgiving and Christmas Days, or on Monday following when any of these holidays fall on Sunday.

See rule 1 page 21 and rule 5 page 23.
No. 77 is superior to No. 76 and No. 86.
No. 87 is superior to No. 86.

Nos. 237, 238 and 239 lose right and schedule when one hour late.
Nos. 237 and 238 make regular stops at Main St., Griffin St., in Danville and at Rileysburg road, Brookside and Kelley No. 1.
No. 239 will use its schedule from Peabody Jct. to Bunsen Switch and No. 235 from Bunsen Switch to Riley Track without Blank A.

PASSENGER TRAINS—CONDITIONAL STOPS

- No. 1—Glenwood, Hillsdale, Paxton and Ingle to load or unload mail.
Pimento daily except Sunday to load or unload parcel post mail.
At all flag stops to load or unload parcel post mail or express.
- No. 8—Alvin to discharge revenue passengers from Danville and regular stops and to receive revenue passengers for Hoopeston and regular stops.
Martinton to receive revenue passengers for Englewood and Chicago.
Beecher to receive passengers for Chicago Heights, Englewood and Chicago.
Kensington to discharge revenue passengers from Momence and points south.
- No. 9—South Holland, Thornton, Crete, Papineau, Martinton, Pittwood, Milford, Cayuga, Carlisle to discharge revenue passengers from Chicago and Englewood.
Cayuga to receive revenue passengers for regular stops.
Fort Branch to receive or discharge revenue passengers.
- No. 10—Glenwood to load or unload mail.
At all flag stops to load or unload parcel post, mail or express, daily except Sunday, except Farmersburg, Newport, Cayuga, and Goodenow.
Woodland to discharge revenue passengers from Danville and stations south and receive revenue passengers for Englewood, 47th Street and Chicago.
- No. 21—Watseka and Tuscola to receive revenue passengers for St. Louis.
Sullivan to discharge revenue passengers from Chicago and Englewood, and receive revenue passengers for St. Louis.
Hillsboro, regular stop.
Washington Ave., to discharge revenue passengers from regular and conditional stops, Sullivan and north.
- No. 22—Washington Ave., to receive passengers for Sullivan and regular and conditional stops north.
Hillsboro regular stop.
Tuscola and Watseka to discharge revenue passengers from St. Louis.
Chicago Heights to discharge revenue passengers from St. Louis, Hillsboro, Pana, Sullivan, Villa Grove and for revenue passengers from stations served by No. 122.
- No. 23—Chicago Heights, Momence and Watseka to receive revenue passengers for Villa Grove and Pana and schedule stops south of Pana also to receive revenue passengers using train No. 123 from Villa Grove.
Tuscola, Arthur, Sullivan and Findlay, to receive revenue passengers for Pana and schedule stops south of Pana.
Nokomis and Livingston, to discharge revenue passengers from Chicago and Englewood.
Hillsboro, regular stop.
Mitchell Yard, to discharge employes and company material and handle Railroad mail.
- No. 24—Granite City, to receive revenue passengers for Watseka, Momence, Chicago Heights, Englewood and Chicago.
Hillsboro, regular stop.
Livingston and Nokomis, to receive revenue passengers for Englewood and Chicago.
Findlay, to discharge revenue passengers from St. Louis and Hillsboro.
Arthur and Tuscola, to discharge revenue passengers from St. Louis, Hillsboro and Pana.
Watseka, and Momence to discharge revenue passengers from Villa Grove, Pana, Hillsboro, Granite City and St. Louis, and from stations Thebes to Tuscola inclusive, using train No. 124 to Villa Grove.
Watseka on signal to receive revenue passengers for Englewood and Chicago.
Mitchell Yard on flag to receive employes.
- No. 88—At any station Fort Branch to Chicago Heights inclusive to discharge revenue passengers from south of Evansville.
Clinton to receive revenue passengers for Detroit, Michigan via Danville and Wabash Railway.
Clinton and Milford to receive revenue passengers for Englewood and Chicago.
- No. 89—Chicago Heights to receive revenue passengers for Evansville and South. Watseka and Hoopeston to discharge revenue passengers from Chicago and Englewood and to receive revenue passengers for Evansville and South. Clinton, Sullivan and Princeton to receive revenue passengers for Athens, Alabama and South.
- No. 92—At any station Fort Branch to Chicago Heights inclusive, to discharge revenue passengers from south of Evansville.
- No. 93—Clinton to discharge revenue passengers from Chicago and Englewood and to receive revenue passengers for Evansville and south. Sullivan to discharge passengers from Chicago and Englewood and to receive revenue passengers for Evansville and south. Princeton to discharge revenue passengers from Chicago and Englewood, Danville and Terre Haute, and to receive revenue passengers for Nashville, Tenn. and points south thereof.
- No. 94—Clinton to receive revenue passengers for Chicago. At any station Ft. Branch to Chicago Heights inclusive, to discharge revenue passengers from south of Evansville.
- No. 95—Chicago Heights on signal to receive revenue passengers for Tullahoma, Tenn. and points south of Tullahoma.
Momence, Watseka and Hoopeston to receive revenue passengers for points south of Evansville.
Princeton to receive revenue passengers for Nashville and south.
- No. 96—At any station, Fort Branch to Chicago Heights inclusive to discharge revenue passengers from south of Evansville.
Sullivan to receive revenue passengers for Englewood and Chicago.
- No. 97—Momence to discharge revenue passengers from Chicago and Englewood, and on signal to receive revenue passengers for Evansville and points south of Evansville.
Watseka and Hoopeston to discharge revenue passengers from Chicago and Englewood and to receive revenue passengers for Danville, Terre Haute, Vincennes, Princeton, Evansville and points south of Evansville.
Milford to discharge revenue passengers from Chicago and Englewood.
Hoopeston daily except Sunday to receive U. S. mail.
Clinton to discharge revenue passengers from Chicago and Englewood and to receive revenue passengers for Evansville and south.
- No. 121—Kirksville and Buncombe to load or unload mail.
- No. 122—Kirksville and Buncombe to load or unload mail.
- No. 123—Buncombe and Perks to load or unload mail.
- No. 124—Buncombe and Perks to load or unload mail.

RULE—

GENERAL INSTRUCTIONS

1—**DOUBLE TRACK IS OPERATED** between Yard Center and crossovers just south of Wabash crossing at North Yard: Cory and Clinton: Villa Grove Jct. and Findlay Jct.

THREE TRACKS ARE OPERATED between crossovers just south of Wabash crossing at North Yard and Cory. These tracks are numbered, commencing with No. 1 for the most westerly track and continuing east as No. 2 and No. 3.

Current of traffic: Track 1 southward. Track 2 northward. Track 3 northward.

Movements may be made in either direction on tracks 1, 2 or 3 if signal indicates proceed.

Southward movements governed by automatic color light dwarf signals located just south of Wabash. Northward movements governed by northward home signals at Cory. These signals govern movements in both directions as if on single track.

Northward color light dwarf signals just north of Fairchild Street are part of the automatic block signal system when switches are lined for northward track.

Southward movements stopped by dwarf signal south of Wabash must obtain permission from operator Cory before moving, then move complying with automatic block signal rules.

The most easterly track between Cory and North Yard is a running track and may be used in either direction, governed by Rule 116.

2—Auxiliary lines when recalling flagman: Woodland Jct.—St. Louis District. Villa Grove Jct and North Yard—Westville District. Findlay Jct.—Salem District.

3—When transmitting orders to a train where no operator on duty, such orders must be copied by conductor or engineman. When practicable, copy of such orders will be delivered at first open train order station.

4—Cars of explosives and inflammables protected by placards with instructions for handling as required by law. Regulations for handling explosives and other dangerous articles are published in pamphlets furnished on application. Employees must provide themselves with a copy and be governed thereby.

5—Hose connections between passenger cars, or between engine or engines and cars must not be pulled apart. Close both angle cocks and uncouple hose by hand.

6—Trains must be inspected at each opportunity, giving careful attention to journals, brake and draft rigging. While the train is in motion, trainmen and enginemen must keep a close watch on the cars and be on the lookout for any signals affecting the movement of their train.

7—Conductor notify postal clerk on train when cars are picked up containing storage or other U. S. mail.

8—Look out for camp, tool and caboose cars parked on auxiliary tracks. Handle carefully to avoid personal injury or damage.

9—Passengers must be handled on station platform. If coaches do not reach platform, second stop must be made.

10—**SPEED RESTRICTIONS:**

a—Speed restrictions apply to entire train between points restricted.
b—Except as otherwise restricted, trains and engines must not exceed:

	Psg. MPH	Frt. MPH
Interlocking plants.....	60	40
Yard Center to Evansville.....	80	55
Woodland Jct. to Pana.....	80	55
Findlay Jct. to Goreville.....	50	45
Findlay Jct. to Goreville Rail Motor Cars.....	60	
Goreville to Cypress.....	40	40
Goreville to Cypress Rail Motor Cars.....	50	
Cypress to Tamms.....	30	30
Tamms to Thebes.....	40	40
All Mine Branches.....	20	20
Engines light in forward movement with or without caboose or coach.....	45	45
Engines backing with or without cars.....	30	30
c—Engines of the 1900 class in passenger service...	65	
d—Santa Fe type engines.....		45
e—Consolidated engines when double-headed with 1900 class or Pacific type engines 35 MPH.		
f—Engines moving in tow or under steam: When main rods are removed, twenty-five (25) MPH. When main rods and part or all of side rods are removed, twenty (20) MPH.		
g—Diesel engines in tow: Handle next to caboose and light 30 MPH.		
h—Rail Motor Cars in tow: 45 MPH.		
i—Engines without engine truck 20 MPH.		
j—Trains handling Steam Derrick, Pile Driver, Locomotive Crane and Ditcher, handle in rear of train: Yard Center to Evansville, Woodland Jct. to Pana 35 MPH, except around curves 25 MPH. Findlay Jct. to Cypress 25 MPH, except around curves 20 MPH. Cissna Jct. to Goodwine, Sidell Branch, Westville to Villa Grove Jct. and Cypress to Thebes 20 MPH, except around curves 15 MPH. Danville to Westville, Brazil and Mt. Vernon Branches 15 MPH except around curves 10 MPH. On other Branch Lines 10 MPH.		
k—Trains handling loaded tank cars, ten (10) or more in one group, will not exceed 35 miles per hour on Salem District and 40 miles per hour on other districts.		

l—Trains must be under control when starting onto bridge over which speed is restricted and the use of air brakes must be avoided while engine or train is on the bridge. Only sufficient steam should be worked to maintain the permissive speed while engines are on such bridges.

m—At various points approaching restricted territory, permanent speed restriction signals are placed approximately 3000 feet in advance of point of restriction. These signals show in black numerals the speed to be observed until entire train has passed the resume speed signal, which shows in white the letters "RS." Where two restrictions are shown, the first applies to passenger trains and the second to freight trains.

11—**STREET AND HIGHWAY CROSSINGS:**

a—Trains or engines switching over street or highway crossings must have a trainman to protect crossing before coupling or shoving cars over it unless crossing is protected by crossing watchman or gates with arms down at the time movement is made.

b—When a train, or any part of a train, is standing where it will obscure the view of highway traffic at crossings not protected by a watchman or by gates with arms down, a member of the crew must protect traffic over the crossing against the movement of trains and engines on adjacent tracks, selecting the most important crossing when they cannot protect all crossings.

c—Cars must not be left nearer than 60 feet from center of Highway Crossing or Streets on each side to prevent obstructing the view, and when there is room leave a space of at least two car lengths from the crossing to the car.

d—When traffic on a highway is obstructed as result of railroad accident or for other reasons for which railroad is responsible, traffic on such highway must be protected by trainmen who may call on other employes or outsiders if necessary to assist.

e—Automatic flashing light and wig wag signals are in service at some streets and highways. Signals are operated automatically when a main track movement approaches the crossing from either direction. The point at which the operation starts is located far enough from crossing to insure that signals will operate about twenty-five seconds before the fastest train reaches the crossing. After a train or engine has passed over the crossing, signals discontinue operation if no other movement is closely approaching. If stop is made with front or rear end on crossing, a member of the crew must protect highway traffic unless he observes the signals are operating.

When a main track movement has passed over a crossing protected by these signals and has stopped with the rear of train a short distance beyond the crossing, reverse movement must not be made to foul crossing unless protected by a member of the crew, in accordance with the first paragraph of this rule.

In general, signals are connected so as to indicate for main track movements only. However, short sections of some auxiliary tracks are bonded, to cause the signals to operate if a car or engine on the auxiliary track obstructs the crossing or is closely approaching it.

Where automatic operation is not practicable the signals are operated manually by watchmen stationed at or near crossing. Employees must observe the operation of these signals and report promptly to chief train dispatcher any improper conditions.

In case of accident at a crossing involving street or highway traffic, employes must observe the operation of these signals and include that item in their reports.

12—**RAILROAD CROSSINGS:**

a—Freight trains must not stop or stand on railroad crossings while doing work; they must clear or cut crossings.

b—At Railroad Crossings not interlocked: Illinois law requires trains STOP within 800 ft. of crossing and **POSITIVELY ASCERTAIN THAT WAY IS CLEAR.**

Indiana law requires trains STOP not closer than 40 ft. nor more than 500 ft. from crossing **ASCERTAINING NO TRAIN APPROACHING.**

c—When a stop is made for a railroad crossing not protected by an interlocking plant or other signals and route is clear, before proceeding whistle signal 14-b must be sounded.

13—**CLEARANCES:**

a—Some bridges, signals, buildings and other obstructions will not clear a man on top or side of cars and employes must be on lookout for same and exercise care to avoid injury.

b—Water cranes must be locked or securely fastened so they cannot swing or be blown to foul main track, or strike passing trains.

14—Rule 24. When cars are pushed by an engine, except when shifting or making up trains in yard tracks, a trainman must ride the front of the leading car and by night must display a white light.

15—Rule 93b. When a train or engine is moving from auxiliary track to main track, the crews must look in both directions before fouling main track to observe approaching trains or engines, and exercise care to avoid accident.

16—Rule 103a. When cars are to be shoved into yard, interchange, or other tracks where it is possible for an engine to be working at the other end, or that cars on other tracks may not clear, a member of the crew must be sent in advance to prevent accident and to avoid cars being shoved to foul other tracks.

17—Rule 104b. A train or engine using a main track switch must not foul the main track until the switch to be used has been lined for the movement and when moving from main track to siding or auxiliary track must be entirely clear before stopping for switch to be closed.

18—AUTOMATIC TRAIN STOP:

a—Miller System—Train stop system must be in service Dolton Jet. to North Yard and Brewer to Jackson. Approaching automatic signal indicating stop, engineman may forestall ramp and make stop for signal by operating brake valve by hand. When stopped by ramp, be governed by rule 509a.

Non-equipped engines or engines with equipment cut out must not be operated in road service unless doubleheading behind an equipped engine or authorized by chief train dispatcher.

Train stop system is not connected with second arm of home signals. When this unit is clear, engineman may forestall home signal ramp.

When false stop occurs due to a known cause, engineman must keep train stop system in service and prevent false stops by forestalling while passing over ramps. In such cases engineman must inform fireman immediately that operation is being forestalled and make wire report to the chief train dispatcher and road foreman of engines. If cause is not known, engineman must wait until a second false stop occurs before forestalling at succeeding ramps.

When necessary to cut train stop system out of service enroute, train will proceed at not to exceed 40 M. P. H. for passenger trains and 30 M.P.H. for freight trains, to first open point of communication where stop must be made and condition reported to train dispatcher, train may then proceed at normal speed when authorized by message from Chief train dispatcher. Report giving reason for cut out must be made at once by wire to chief train dispatcher and road foreman of engines. Engineman must inform fireman when train stop is cut out and both must comply with Rule 34, Book of Rules.

b—GRS System—While operating between Pana and Mitchell Yard, be governed by Big 4 rules and instructions. Enginemen must know before leaving terminal that cut-out cock is sealed and that 3-way cock is in position to cut in the GRS system. Send chief train dispatcher at Salem copies of all wire reports to Big 4 officials relating to automatic train stop operation.

19—SPRING SWITCHES in service at Yard Center, Clinton, Sullivan, Ind., Union Track Junction and Villa Grove Jet. are so connected that wheels when trailing through, will force the switch points open and allow free passage without operating switch by hand. When movement is completed, switch points are automatically returned to normal by spring pressure. A signal governing facing movements is located at switch to indicate Stop if switch is not normal. Switch stand is provided for hand operation of switch but running switch must not be made. A train stopped on switch while trailing through must not take slack or make reverse movement until switch has been reversed by hand.

20—DERAILS—In addition to derrails at clearance point on auxiliary tracks, derrails will be found protecting cars at some oil and gasoline unloading plants. These derrails must be kept on the rail and locked, except when switching is being done.

21—COLOR LIGHT SIGNALS—Where fixed signals are color light type their indications both day and night are the same as rules provide for night indications of semaphore type signals.

22—CHANGES IN RULES IN BOOK OF RULES:

a—General Orders—Pages 10—11—12. Conductors and enginemen will sign only such general orders as affect the territory where they are qualified to operate, as shown on their examination certificate.

b—Telegraph Bulletins—Page 13. When authorized by train dispatcher, operators may display train order signal in caution indication and deliver telegraph bulletins by hoop without reading to conductor or engineman and without requiring signature and when so delivered the responsibility for correctness of manifold copies will rest with the operator.

c—Definitions Page 14.

Division—This definition is eliminated.

District—A portion of a railroad designated by time table.

Markers—Lamps of prescribed color and construction indicating the rear of train.

d—Rule 4a—Notice of a new time table will be posted by General Order at least seventy-two hours prior to its taking effect. Trainmen and enginemen must inquire for and know that they have the current time tables. Conductors and enginemen must know that brakemen and firemen have current time tables before commencing each trip. Yardmasters must know that each yard conductor and yard engineman has current time table.

e—Rule 6—"c" conditional stop.

f—Rule 14 (n)—Two long, one short and one long.

g—Rule 17—First paragraph—A headlight must be displayed to the front of every train by night, but must be extinguished when the train is standing clear of the main track to meet another train or is standing to meet trains at the end of double track or at junctions, until the rear of the train to be met has passed.

h—Rule 19—Passenger Trains, by day two marker lamps, one on each side, instead of green flags. Marker lamps must be placed in the hood bracket on all cars having observation end. Platform marker lamp is discontinued.

Freight Trains, by day two marker lamps, one on each side, instead of green flags. Cupola marker lamp is discontinued.

Rule 19 and diagrams pages 113, 114 and 115. Nos 98 and 99 marker lamps show red to rear and yellow to side and front. When clear of main track marker lamps will not be lighted.

i—Rule 33—Watchmen stationed at street or highway crossings, must use stop signals when necessary to stop trains. They will use the stop discs by day and red lights by night to stop highway traffic.

j—Rule 83—On single track a train must not leave its initial station on any district, or a junction, or pass from double to single track, until it has been ascertained whether trains due, which are superior, or of the same class, have arrived or departed.

k—Rule 93—Yard limits are indicated by yard limit signs and by district instructions in time table. Within yard limits the main tracks may be used, clearing first and second class trains as per rules 86 and 87. Third class and extra trains, road engines, yard engines and motors must move on either main track within yard limits under such control as will prevent accident and must not exceed five (5) miles per hour unless the main track is seen or known to be clear, and such movements will be made without clearing or protecting against each other. First and second class trains running against the current of traffic must move within yard limits prepared to stop unless the main track is seen or known to be clear.

l—Rule 97—Clearance blank A is authority for a regular train (not a section) to use its schedule over more than one district.

m—Rule 206—First paragraph—In train orders regular trains will be designated as "No. 10" and sections as "Second 10," adding engine numbers. Extra trains will be designated by engine numbers and the direction as "Extra 798 north or south." Trains named in train orders must be identified by engine number. A hand signal from a train is not sufficient identification for safety and must not be accepted as identification.

n—Form D-R. Page 52. Last paragraph is cancelled.

o—Rule 211—Second paragraph—Where automatic block system is not in use the "19" form of train order must not be used to restrict the right, superiority or movement of a train unless the movement is also protected by the intermediate order on form "31" addressed to the operator and the train to be restricted.

Where automatic block system is in use the "19" form of train order may be used to restrict the right, superiority or movement of a train except as follows:

(a) When the superior train is to receive the order at meeting or waiting point.

(b) To protect movements against the current of traffic.

p—Rule 317—Third paragraph—A passenger train following a freight train into a block must be spaced five minutes behind such freight train.

q—Rule 365—When a train takes siding or otherwise clears the main track, conductor must promptly report when clear of block and the train must not again enter a block or foul the main track until engineman has received permission from the signalman.

On single track, a train taking siding at a closed block station must be clear with switch closed and report clear before an opposing superior train is due to leave the next open block station ahead, unless otherwise provided.

A train having passed 200 feet beyond the block signal must not back into that block without permission from the signalman.

r—Rules 501 and 601 and diagrams Pages 102 and 103. Name "Caution Signal" changed to "Approach Signal." Approach Signal means proceed not to exceed one-half the maximum speed authorized at point involved, not exceeding 30 miles per hour, prepared to stop at next signal.

s—Rule 601 and diagram Page 105. Aspects and indications of dwarf signals at interlocking plants are:

Aspect	Indication	Name
Red (Arm Horizontal)	Stop	Stop
Yellow (Arm Diagonal)	Proceed prepared to stop short of train ahead, obstruction or switch not properly lined and look out for broken rail.	Restricting
Green (Steady light or arm vertical)	Proceed, not exceeding ten (10) miles per hour within interlocking limits.	Slow-Clear
Green (flashing light)	Proceed	Clear

t—Rule 671—High home signals at interlocking plants such as Spring Hill are equipped with a third signal unit known as a "Call-On Signal." Approach indication of a "Call-On Signal" indicates the interlocking route is properly set but block is occupied. Trains must stop and may then proceed under automatic block signal rules.

DISTRICT INSTRUCTIONS

DANVILLE DISTRICT

1—BLOCK INFORMATION:

- a—Rules 501 to 513 in effect Yard Center to Brewer.
- b—WOODLAND JCT.—SOUTHWARD TRAIN ORDER—BLOCK SIGNAL, Top arm is train order signal for Danville District trains. Lower arm is manual block signal for St. Louis District trains.
- c—NORTH YARD—Lower arms of semaphore signal at Wabash crossing govern C&EI movements across Wabash on all tracks. These signals are not authority to disregard law or rule to stop. No. 122 will, unless otherwise instructed, use southward track from North Yard to Danville station. No. 121 leaving Danville station will back northward to the crossover at North Yard. Southward trains must approach North Yard prepared to stop and look out for Westville District trains. Trains and Engines to and from Westville District, before entering or crossing over southward track must ascertain that all overdue Danville District first and second class trains have departed.

2—YARD CENTER:

- a—Train order signal at proceed is authority for first class trains southward to use schedule on Danville District and from Woodland Jet. to Villa Grove without Blank A.
- b—Northward train order signal arm removed. When train orders are to be delivered to a northward train a red or yellow flag or light will be displayed on the mast which carries the southward train order signal. When home signal displays approach indication, northward trains must reduce speed to permit orders to be picked up at train order station if flag or light is displayed on train order signal mast.

3—CHICAGO HEIGHTS:

- a—Fence between main tracks at passenger depot will not clear a man on the side of car or engine.
- b—Passenger trains while standing at depot, must not block the street crossings on both sides of the depot. When standing blocking either street and fire department appears, the train must either back or pull ahead at once, to allow them to cross.
- c—Southward freight trains stopped for the M.C. crossing must stop with the engine north of the street north of depot platform.
- d—COALER—Northward trains may pass train order signal at stop, a sufficient distance to take coal and water before signing train orders.
- 4—HOOPESTON—Engines when moving from west wye to lead track or from lead track to west wye, will use pocket track instead of moving via the southward main.

5—DANVILLE—Engines after handling southward passenger trains are authorized to move ahead of train handled from Danville to the Wood Track switch Oaklawn.

- a—NORTH YARD—Train order signal at proceed is authority for northward first class trains to use schedule from Danville without Blank A.
- b—CORY—Train order signal at proceed is authority for southward first class trains to use schedule from Danville without Blank A.

EVANSVILLE DISTRICT

6—BLOCK INFORMATION:

- a—Rules 501 to 513 in effect Brewer to signal 286-0 Union Track Jct.
- b—Under Rule 509—Within Yard Limits on single track, a first class train stopped by an automatic signal may proceed with caution to the next signal the same as rule provides for other trains within yard limits.
- c—CLINTON—Southward movements to enter single track are governed by signals 162-7 at clearance point which can be set at stop by operator at Clinton. When stopped by either signal a train or engine must not enter single track if train order signal at Clinton indicates stop until permission has been obtained from operator at Clinton. A telephone for this purpose is at clearance point.
- d—EVANSVILLE—Signal 285-5 is the last southward signal and a train or engine stopped by this signal may proceed with caution to signal 286-0 which is first northward signal located at Union Track Jct.
- e—DWARF SIGNALS at Clinton, Otter Creek Jct, Spring Hill, Sullivan (North end Siding), Gibson Princeton are automatic block signals.
- f—Both, northward and southward automatic signals are on the same signal mast at:
Terre Haute—south of Chestnut street.
Seifert—north end of yard,
Vincennes—north end of siding.
Princeton—south end of old siding.

7—JACKSON—When necessary to pull around curve to back train in at south end of yard or to turn engine on wye, the movement must be protected against other engines that may be working on Mine Branch.

8—TERRE HAUTE—Derail on Ohio St., lead connected with main track switch.

- a—A member of the crew must in all cases protect crossing at Third Ave., before shoving cars over street.
- b—Approach Wabash Ave. (200 feet north of MP 178) under control and do not cross unless a proceed signal is received from the crossing watchman.

9—SULLIVAN—When delivering to IC in west wye, air must be coupled and working on all cars

- a—ALICE—Southward trains may pass train order signal at stop, a sufficient distance to take water before signing train orders.

10—PATOKA—Derail in station track pipe connected to main track switch. Electric lock at switch with operating instructions posted in lock case. After using station track crews must leave switch normal with electric lock handle in locked position and case door secured with padlock.

11—Ft. Branch-Siding may be blocked without notice.

12—WANSFORD—Southward train order signal at proceed is authority for southward trains to move ahead of overdue passenger engines to Belt Yard.

- a—Northward second, third class and extra trains starting from Belt Yard must not pass Wansford without securing additional Blank A unless train order signal displays clear indication.

13—EVANSVILLE—Trains to and from Evansville use Crossover at Union Track Jct. Switches are set normally for that movement.

- a—L&N, Big 4 and IC engines use C&EI tracks as follows and are governed by C&EI rules and instructions:
L&N..... West Running and Union Tracks.
Big 4..... Straight Line Jct. to Belt Yard.
IC..... Belt Railway Devon St., to Belt Yard and West Running Track to Garvin St.

- b—Engines for passenger service will move from Wansford to Evansville as follows:

For Trains	Wansford	Union Track Jct.
96.....	12.20 AM.....	12.30 AM
88.....	7.25 AM.....	7.35 AM
92.....	7.25 AM.....	7.35 AM
8.....	11.45 AM.....	11.55 AM
98.....	5.00 PM.....	5.10 PM
10.....	5.00 PM.....	5.10 PM
90.....	10.00 PM.....	10.10 PM
94.....	11.30 PM.....	11.40 PM

Such engines must procure Blank A at Wansford. They are superior to second, third class and extra trains, yard and transfer engines and motors, and the train they are to handle, but must move under such control as will prevent accident and must not exceed 5 miles per hour unless the main track is seen or known to be clear.

- c—Engines after handling passenger trains to Evansville are due to return to Wansford upon arrival of train handled. Such movements will be made under rule 93, but must not be delayed by third class and extra trains or engines in yard or transfer service.

d—Yard Engines must not delay transfer movements.

BRAZIL BRANCH

14—BRAZIL—End of C&EI track is at west line of Chicago St.

Derail on main track just south of new highway. All engines must approach Brazil prepared to stop and expect to find cars on main track between house track switch and Chicago St. Brazil Clay Plant No. 2—Two derrails, one near main track and one at road crossing at plant.

- a—Dixie Line Mine—Engines must not be operated under tipple.

MT. VERNON BRANCH

15—MT. VERNON JCT., is the initial-terminal station of Mt. Vernon Branch schedules. The time shown as at Fort Branch is for information only. Movement between Mt. Vernon Jct., and Fort Branch will be made under rule 93.

ST. LOUIS DISTRICT

16—BLOCK INFORMATION:

- a—Rules 301 to 375 in effect between Woodland Jet., and Sullivan and between Findlay Jct., and Pana.
- b—VILLA GROVE—Modifying the last paragraph of rule 331 to apply to trains from Villa Grove to Villa Grove Jct., only. Trains enroute to Westville District may accept form B caution card instead of train order form U as authority to leave Villa Grove under block signal indicating stop and proceed to Villa Grove Jct., with train under control prepared to stop short of any obstruction in the block.
- c—Rules 501 to 513 in effect between Sullivan and Findlay Jct.
- d—Automatic block signal rules apply to signals 147-8 and 146-4 between West Ridge and V. E. The leads into south end of Villa Grove Yard are bonded so that a derail open on either lead, a main track switch open, an engine or a car on either lead between derail and the main track will hold signal 146-4 at stop. Before opening derail observe closely to ascertain if a train approaching on northward main. The indications of these two automatic block signals do not supersede manual block or other rules when entering or using the main tracks at V. E.

DISTRICT INSTRUCTIONS—Continued

- 17—VILLA GROVE—Rule 96, Book of Rules. Chief train dispatcher at Danville may authorize sections between Villa Grove and Woodland Junction.
Chief train dispatcher at Salem may authorize sections between Villa Grove and Pana.
- a—Rule 97, Book of Rules. Trains not having initial or terminal station at Villa Grove will accept Blank A as authority to use schedule from or to Villa Grove. All trains must procure Blank A at Villa Grove.
- b—Form "K" Page 50, Book of Rules.
When necessary Chief train dispatcher at Danville may issue orders annulling schedules between Villa Grove and Woodland Jct., and Chief train dispatcher at Salem may issue orders annulling schedules between Villa Grove and Pana.

SALEM DISTRICT

- 18—BLOCK INFORMATION:
a—NEILSON—GOREVILLE—Neilson will space southward trains ten minutes, and Goreville will space northward and southward trains ten minutes with train order signal. Blank A will be issued showing time train may proceed.
- 19—Rule 97, Book of Rules. Trains not having initial or terminal station at Salem Yard will accept Blank A as authority to use schedule from or to Salem Yard.
- 20—WEST FRANKFORT—When flasher signals at Main Street are operating account train on main line, trains or engines using lead over Main Street must protect their movement over street by a flagman.
a—Movements over highway crossings on Old Ben No. 15 and Orient leads must be protected by a flagman.
b—The lead to West Mine just north of the CB&Q overhead crossing must not be used by road engines and road trains except under special instructions or permission from the Yardmaster in each case
- 21—SIDINGS MAY BE BLOCKED WITHOUT NOTICE AS FOLLOWS:
SX Tower, SA Tower, Mt. Vernon, West Frankfort.
- 22—JOPPA—Expect to find cars on main track without notice.

WESTVILLE DISTRICT

- 23—BLOCK INFORMATION:
a—Rules 301 to 375 in effect between North Yard and W. R. Tower. Train order signal at North Yard is also the manual block signal governing movements to the Westville District.
b—VILLA GROVE—See rule 16a and b page 21. Trains will secure permission from operator at Villa Grove to enter the block and report when clear of block at Villa Grove Jct., when leaving.
- 24—Westville District trains must secure Blank A at North Yard.
- SIDELL BRANCH**
- 25—Unless otherwise instructed trains to the Sidell Branch will report by telephone to train dispatcher when clear of Westville District main. Trains from the Sidell Branch will report by telephone to train dispatcher when clear of Sidell Branch main.

YARD LIMITS

DANVILLE DISTRICT

Stations	From	To
Yard Center	Dolton Jct.	TP 20-35
Chicago Heights	Signal 26-7	TP 29-8
Momence	TP 48-40	TP 51-45
Watska	MP 76	Signal 80-4
Milford	MP 87	Milford Jct. (7:00 AM to 6:00 PM daily except Sunday)
Hoopeston	MP 98	MP 100 (7:00 AM to 6:00 PM daily except Sunday)
Rossville	MP 105	MP 108 (7:00 AM to 6:00 PM daily except Sunday)
Danville	MP 122	MP 128

FREELAND PARK BRANCH

Freeland Park Branch	Main Line	End of Branch
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CISSNA PARK BRANCH

Cissna Park Branch	Main Line	End of Branch
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JUDYVILLE BRANCH

Judyville Branch	Main Line	End of Branch
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EVANSVILLE DISTRICT

Brewer	See Danville District	
Dana Storage	MP 149	TP 150-15 (7:00 AM to 5:00 PM daily except Sunday)
Montezuma-Hillsdale	MP 153	MP 155 (9:00 AM to 2:00 PM daily except Sunday)
Clinton	TP 160-10	TP 164-10
Terre Haute	MP 173	Signal 181-2
Sullivan	MP 202	MP 205
Vincennes	TP 233-25	TP 237-25
Gibson—Ft. Branch	Signal 257-7	MP 268
Evansville	TP 282-20	MP 287.3 including Belt Ry to L&N Ry

BRAZIL BRANCH

Brazil Branch	Main Line	End of Branch
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SULLIVAN COUNTY BRANCH

Standard	Main Line	End of Branch
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MT. VERNON BRANCH

Mt. Vernon Jct.	Main Line	TP 266-12
Mt. Vernon	MP 300	End of Branch

ST. LOUIS DISTRICT

Villa Grove	TP 143-30	MP 147
Tuscola	TP 152-20	TP 153-40 (6:30 AM to 9:00 PM daily except Sunday)
Arthur	TP 164-10	TP 165-10 (7:30 AM to 9:00 PM daily except Sunday)
Sullivan	TP 175-30	TP 176-30 (8:30 AM to 7:00 PM daily except Sunday)
Findlay	Signal 182-7	TP 186-28
Pana	TP 203-20	Big 4 Main Track Connection

SALEM DISTRICT

Findlay	St. Louis Dist.	TP 186-22
St. Elmo	TP 222-45	TP 225-12 (9:00 AM to 8:00 PM)
Salem Yard	TP 250-20	MP 256
Mt. Vernon	TP 274-25	TP 277-20
Benton	MP 297	MP 299 (9:00 AM to 9:00 PM)
West Frankfort	TP 303-16	TP 306-29
Marion	TP 315-10	MP 318
Cypress	MP 344	TP 348-17
Thebes	TP 377-1	Bridge Jct.

JOPPA BRANCH

Joppa Jct.	Main Line	TP 349-18
Joppa	TP 361-25	End of Branch

WESTVILLE DISTRICT

Danville	Danville Dist.	TP 124-30
Westville	TP 131-20	MP 138
Villa Grove	MP 164	Villa Grove Jct.
Sidell Jct—Sidell	MP 145	MP 147

SIDELL BRANCH

Rossville Jct.	Main Line	MP 108
Sidell Jct.	Main Line	MP 140

JOINT TRACKS

RULE

DANVILLE DISTRICT

1—C&WI—Between Chicago and Yard Center trains and engines will use the tracks and time table and be governed by rules and instructions issued by the Chicago and Western Indiana Railroad C&EI train order form F is authority for a C&EI train to run as a section on the C&WI through between Chicago and Yard Center when such train is shown under the same schedule number on the current time tables of both roads. Yard Center is district initial station for southward and district terminal station for northward trains under rule 4, Book of Rules. The time shown on C&EI time table as at Chicago is for information only.

EVANSVILLE DISTRICT

2—Pennsylvania trains may move between Otter Creek Jct. and Pennsylvania connection at Dewey without schedule or train order authority against opposing trains and ahead of superior trains. Such train movements will be governed by C&EI time table and operating rules and the following instructions:

Otter Creek Jct. to Dewey

After obtaining authority from train dispatcher for southward Pennsylvania movement, operator at Otter Creek Jct., will display a proceed indication of home signal which indication is authority for the train to proceed to Pennsylvania connection at Dewey and the train must report to train dispatcher when clear of main track at Dewey. Train dispatcher will hold opposing trains at Haley and following trains at Otter Creek Jct. until Pennsylvania train is clear of C&EI main track.

Dewey to Otter Creek Jct.

After obtaining authority by telephone from train dispatcher a Pennsylvania northward train may reverse Pennsylvania connection derail and switch and move to Otter Creek Jct. Train dispatcher will hold opposing trains at Otter Creek Jct. and following trains at Haley until Pennsylvania train is clear of C&EI main track.

Switch to Pennsylvania connection at Dewey is equipped with an electric lock automatically held in locked position if a train is approaching on C&EI from either direction. Instructions for operation by Pennsylvania crews are posted inside lock case.

When a movement through switch has been completed, crew must leave switch normal with electric lock handle in locked (right) position and door secured with padlock. Block signals in both directions will be held at Stop if electric lock handle is not in locked (right) position. Derail at clearance point is pipe connected to and operated by switch stand.

Pennsylvania trains in either direction are not relieved from complying with Rules 93, 93-b, and 99.

Pennsylvania trains may display their standard markers.

ST. LOUIS DISTRICT

3—PANA is the district initial station for northward and district terminal station for southward trains under rule 4, Book of Rules. Stations and time of trains on C&EI time table south of Pana is for information only.

NYC rules and Big 4 time table govern between Pana and Lenox. Big 4 and C&A Joint Special Instructions govern between Lenox and Granite City. TRRA rules and time table govern between Granite City and St. Louis.

Employes must have copy of NYC rules and Big 4 time table, special instructions Big 4 and C&A issued June 7, 1942.

a—HOPKINS—Trains or engines must not leave the yard, or cross over from westbound main track into yard lead until they have first obtained permission from the operator at Lenox or train dispatcher located at Mattoon. In all cases trainmen must secure the name, title and location of the party who authorizes the movement. This information must be noted in writing, showing the date, train, engine, conductor, engineer, time authority received and name of person authorizing movement. This information must be turned over to conductor at end of trip for his record.

SALEM DISTRICT

4—Between Nellson and W.V. Tower. CB&Q trains use C&EI tracks and are governed by C&EI rules and instructions.

a—Between North Jct. and Chaffee, trains will use the tracks and time tables and be governed by rules and instructions issued by the SI&MB Co. the StLSW and the StLSFRy. Time shown on this time table as at Chaffee is for information only. Thebes is initial and terminal station under rule 4 Book of Rules.

b—BRIDGE LINE INSTRUCTIONS—Rules 501 to 513 inclusive in effect between south end of Thebes Yard and Bridge Jct. At Bridge Jct. and Gale Jct. dwarf signals controlled by push-button on signal case govern movements entering main track. If signal indicates Proceed after push-button is operated, train may reverse junction switch and move onto main track and through block. If signal does not indicate Proceed when push-button is operated, train must wait 5 minutes and again operate push-button. If signal does not then indicate Proceed crew may, after making sure there is no conflicting train movement, reverse junction switch and move onto main track and through block per rule 509.

c—SI&MB Co. rules and instructions relating to spring switch and automatic interlocking at North Jct., and to automatic block protection between North Jct. and Bridge Jct. are as follows: Southward movements from Bridge Jct., may trail through spring switch at North Jct., at not to exceed 10 miles per hour and if stopped on switch must not take slack or make reverse movement until switch has been reversed by hand.

d—When southward train approaches North Jct. the home signal for its route will automatically change to proceed if there is no conflicting train movement and train may then move through plant without stopping. If train is stopped by a southward home signal, crew must first make sure there is no conflicting train movement and that switches are normal and may then operate push-button release for the route in box on side of house at Junction. If signal does not change to proceed within one minute after operation of release, crew must get permission from train dispatcher by telephone and train may then move through block under SI&MBCo. automatic block signal rules. Northward trains toward Gale Jct. must stop at south end of North Jct. crossover and operate push-button in telephone booth at Junction. Northward dwarf signal will then indicate proceed if there is no conflicting movement and train may then reverse crossover and junction switch and proceed. If dwarf signal remains at stop after push-button is operated, train must wait 5 minutes and if signal is still at stop, crew may operate push-button release in box on side of house at Junction and if signal does not change to proceed in one minute, crew may reverse crossover and junction switches, after making sure there is no conflicting movement and train may then move through block toward Gale Jct. per C&EI rule 509.

Any improper signal or interlocking plant condition must be reported promptly to chief train dispatcher. Telephone connected to MP train dispatching line is in booth at North Jct.

C&EI Southward approach Signal No. 35 for North Jct. and Northward automatic Signal No. 36 are located on same mast.

Illmo Tower is continuous train order office.

WESTVILLE DISTRICT

5—Big 4 yard engines and EJ&E yard engines use the main track under rule 93 between W. R. Tower and Bunsen Switch.

INTERLOCKING PLANTS

1—DANVILLE DISTRICT

- a—Yard Center, Thornton Jct., M.C. Tower, Jay Tower, N.E. Tower, M.G. Tower, St. Anne, Watseka, Woodland Jct., Hoopeston, Cory, Walz, Goodwine, Stockland, Johannott.
- b—STOCKLAND and JOHANNOTT—Automatic plants. If a train is stopped by a home signal and no CMStP&P train is approaching or on crossing, crew must operate hand release in box on tower wall. Instructions are in the box. If home signal does not then change to Proceed, train may move through plant on hand signal from trainman at crossing.

2—EVANSVILLE DISTRICT

- a—Cayuga, Hillsdale, Otter Creek Jct., Dewey, Haley, Terre Haute, Spring Hill, Sullivan (So. End Siding), Sullivan (IC.), Vincennes (Penna. RR.), Princeton, Burnett.
- b—TERRE HAUTE—Penna. RR. Movements through plant governed by interlocking home signals operated from interlocking machine in office at crossing.
- c—SPRING HILL—Plant controls both ends of siding and the crossings and connections just north and just south of the siding. When stopped by a home signal at north crossing and signal does not display a proceed indication, do not proceed until permission is obtained from signalman by telephone and until switch and derails are inspected and known to be properly set. When necessary, these derails and switch may be operated by hand after obtaining permission from signalman. Instructions are posted in telephone box at each home signal and on switch and derail machines.
- d—SULLIVAN—IC. Automatic plant. Home signals equipped with smashboards. If a train is stopped by a home signal and no conflicting movement is being made, operate C&EI time release in box on instrument house at crossing. If signal remains at Stop, make sure both C&EI smashboards are vertical, cranking them up if necessary and proceed through plant on hand signal from trainman at crossing. To make reverse move through plant after train has passed opposing home signal, push button on home signal. If it does not change to proceed indication, operate C&EI release at crossing and protect movement as described above, cranking smashboards up if necessary. Instructions for operating release and cranking smashboards are in release box.
- e—VINCENNES—Penna. RR. and PRINCETON—Sou. Ry.—Automatic plants. If a train is stopped by a home signal and no conflicting movement is being made, operate C&EI release in telephone box at crossing. If signal does not change to proceed indication within two minutes, proceed through plant on hand signal from trainman at crossing. At Princeton, southward signal governing movement from transfer track will not give a proceed indication unless crossover to main track is reversed. Movements may be made on transfer track without regard to interlocking signals when crossover to main track is normal.

3—ST. LOUIS DISTRICT

- a—Woodland Jct., Goodwine, Glover, T.Y. Tower, Arthur, Findlay Jct. Pana.
- PANA—Train or engine may stand on either track at depot and north of southward home signals at B & O Crossing. Such train or engine may move on receiving a proceed indication of home signal for the route except before moving north on southward track, train or engine standing at depot must have complete understanding with signalman in interlocking station since no home signal is provided for this movement.
- Northward movements on southward track on proceed indication of slow speed interlocking signal may find Illinois Central connection set for turnout and speed must be such that train can be stopped short of dwarf signal in this connection for B&O crossing.

4—SALEM DISTRICT

- a—Findlay Jct., Mode, S.X. Tower, K.J. Tower, S.A. Tower, V.N. Tower, Neilson, W.V. Tower, Tamms.
- b—NEILSON and W.V. TOWER—When signalman is not on duty, routes are lined and home signals cleared for C&EI movements.

5—WESTVILLE DISTRICT

- a—W.R. Tower, Bronson, Ryan.
- b—RYAN—Interlocking routes will be changed by C&EI crews. Trains must stop at home signal. If no train on opposing route, a trainman must reverse the two derail levers in second story of tower. When home signal changes to Proceed, train may move through plant and the derail levers must then be restored to normal and the tower door closed and locked. If home signal fails to change to Proceed after the derail levers are reversed, train may move through plant on hand signal from trainman at crossing after crew has made sure that derails are properly set and that no train is on or approaching the crossing on opposing route.

RAILROAD CROSSINGS NOT INTERLOCKED

1—DANVILLE DISTRICT

- a—NORTH YARD—Wabash and Yard lead. Lower arms of semaphore signal at Wabash crossing govern C&EI movements across Wabash on all tracks. These signals are not authority to disregard law or rule to stop.
- b—STEWART—NYC. Gate normally across C&EI and locked and semaphore arm on gate post vertical. C&EI trains Stop, crews operate gate and restore to normal after movement over crossing is complete.

2—EVANSVILLE DISTRICT

- a—VINCENNES—B&O. Semaphore signal at crossing. Arm diagonal indicates for C&EI movement over crossing. This signal is not authority to disregard law or rule to stop.
- b—EVANSVILLE—Southern and IC.
- c—EVANSVILLE BELT RY.—Big 4 and IC.
- d—POSEYVILLE—IC.
- e—MT. VERNON—L&N. Gate normally across C&EI and electrically locked. C&EI trains Stop, crews operate gate in accordance with instructions posted at crossing and restore gate to normal after movement over crossing is complete.

3—ST. LOUIS DISTRICT

- a—SULLIVAN—IC.

4—SALEM DISTRICT

- a—ALTAMONT—B&O.
- b—BENTON—IC. Stop and do not foul or move over crossing until proceed hand signal is received from a member of crew at crossing.
- c—WEST FRANKFORT—West Mine Lead, CB&Q.
- d—MARION—IC and MP. Stop and do not foul or move over crossing until proceed hand signal is received from a member of crew at crossing.
- e—FAYVILLE—MP. Gate normally across MP. Signals indicate Proceed if gate is normal and Stop if gate is across C&EI track. Approach signals under control and do not proceed on-to crossing until signal indicates Proceed, gate is properly lined for C&EI movement and crossing is clear.
- f—KARNAK—Big 4. Gate normally across C&EI and locked. C&EI trains Stop, crews operate gate and restore to normal after movement over crossing is complete.

5—WESTVILLE DISTRICT

- a—DANVILLE—Wabash lead north of P&E.
- b—DANVILLE—P&E and Wabash between North Yard and Riley Track. Semaphore crossing signal indicates diagonal for city freight lead and vertical for Westville District. This signal is not authority to disregard law and rule to stop.

DISTRICT SPEED RESTRICTIONS

	Passenger Miles per hour	Freight Miles per hour
DANVILLE DISTRICT		
Yard Center—Over slip switches on main track.....	40	40
Over slip switches on side tracks.....	20	20
Through crossovers.....	5	5
Over spring switch against traffic on southward track.....	20	20
Over spring switch moving from lead...	10	10
Thornton Jct.—On running track between Thornton Jct. and Yard Center.....	10	10
Chicago Heights—Between first street north of depot TP 26-24 and EJ&E crossing TP 27-1...	20	15
Jay Tower—Through crossovers.....	6	6
Through wye tracks.....	10	10
Momence—Between M G. Tower and TP 50-20.....	60	40
Papineau, Martinton and Pittwood—No. 10 to dispatch U. S. mail.....	5	..
Watska—Until engine has passed over street crossings	30	30
Coaler—Through coal chute.....	25	25
Woodland Jct.—On northward track through interlocker	60	40
On southward track through interlocker	30	30
Through crossovers.....	20	20
Milford—Until engine has passed over street crossings..	25	25
Milford—Bridge 885 Four tenths miles south of Milford.	70	40
Hoopeston—Until engine has passed over street crossings	25	25
Nos. 94 and 96 to dispatch U. S. mail	20	..
Danville—Between Wabash crossing North Yard and P&E crossing Cory.....	20	20
Through crossovers at Fairchild Street north end of platform.....	10	10
Walz—Around curve at TP 125-27 and over railroad crossing.....	60	..
FREELAND PARK—CISSNA PARK—JUDYVILLE BRANCH		
Milford Jct. to south end of curve.....	15	15
South end of curve Milford Jct. to MP 93.3.....	30	30
MP 93.3 to Freeland Park.....	15	15
Cissna Park to Cissna Jct., engines 840-965.....	30	30
Other engines.....	20	20
Alonzo—Around curve at TP 94-20 to 95-10, all engines	20	20
Rossville Jct. to Judyville.....	20	20
EVANSVILLE DISTRICT		
Perrysville—Between TP 133-20 and 134-20 on both tracks	60	..
Cayuga—Over NKP crossing.....	40	25
Newport—Between TP 147-5 and 148-6 northward track	20	20
Between TP 147-5 and 148-6 southward track	25	25
Clinton—Over spring switch at end of double track and Main Street TP 162-40.....	20	20
Over Wabash River Bridge.....	10	10
Lyford—Between TP 163-20 and 164-10.....	45	35
Otter Creek Jct—Around curve between siding switches.	60	50
Terre Haute—Haley southward home signal to Hulman Street TP 179-16.....	20	20
Sullivan—Passing Coal Chute.....	25	25
Over street crossings and IC crossing.....	35	35
Oaktown—Over street crossings.....	35	35
Maria Creek—Around curves between signals 227-5 and 228-4.....	40	30
Smith—Between MP 230 and TP 231-15.....	60	..
Vincennes—Between TP 233-15 and 233-31.....	50	50
Approach Penna. crossing not to exceed...	8	8
Over Penna. crossing. (See rule 10a page 19.)	10	10
Between TP 233-31 and 15th st. TP 235-39	20	20
Bald Hill—Curve between Signal 242-3 and TP 243-15	40	30
Around curve north of MP 244.....	55	..
Decker—Over White River Bridge and trestle.....	15	15
Hazleton—Moving out of Atlanta track MP 249.....	5	5
Around curves between TP 249-10 and 250-16.....	40	30
Around curve between TP 251-22 and 251-37.....	60	..
Miller—Between MP 253 and 254.....	40	30
Patoka—Between TP 254-40 and TP 255-35.....	35	35
Gibson—Between TP 258-10 and 258-30.....	60	40
Princeton—Over street crossings.....	15	15
Southern Railway crossing—Through interlocking plant.....	8	8
Ft Branch—Over street crossings.....	30	30
Haubstadt—Around curves between TP 271-15 and 271-26, TP 271-36 and 272-7.....	60	..
Evansville—Between Wansford and Columbia Street TP 285-13.....	50	30
Evansville—Between Columbia Street TP 285-13 and Union Track Jct.....	20	20
Belt Ry.—Yard and Transfer engines.....	20	20
Passenger trains.....	10	..

	Passenger Miles per hour	Freight Miles per hour
Union Track Jct. to Evansville, (Except 8 miles per hour between 5th and Clark Streets: trains and engines will not exceed a speed of 5 miles per hour passing over Main St. Fulton Ave, and passenger station tracks, looking out for yard engines not protecting and switches not lined for movement on the track over which the trains or engine is operating.).....	15	15
BRAZIL BRANCH		
Otter Creek Jct. to Brazil.....	25	25
Engines backing up.....	20	20
Burnett—Over Bridge E1748 Engines 840-965.....	10	10
Other engines.....	5	5
Brazil—Over Old National Road.....	10	10
MT. VERNON BRANCH		
Mt. Vernon Jct. to Mt. Vernon.....	30	30
Wadesville—Over highway 1350 ft. south of Depot.....	15	15
Solitude—Over Bridge M2958.....	15	15
ST. LOUIS DISTRICT		
Woodland Jct.—Northward trains through crossover....	20	20
Southward trains through turnout...	30	30
Bridge C1114—About 2½ miles north of Gerald.....	60	40
Villa Grove Jct.—Over spring switch.....	20	20
Villa Grove Yard—2000 class engines through turnouts..	6	6
V. E.—Over turnouts and crossovers.....	40	40
Tuscola—Around curves north of IC crossing and over street crossings.....	20	20
Rail Motor Cars.....	30	30
Arthur—Around curve and over Penna. crossing.....	25	25
Rail Motor Cars.....	35	35
Okaw—Okaw Bridge C1818.....	50	40
Hall—Through coal chute.....	25	25
Findlay Jct.—Over junction switches.....	30	30
Through crossover.....	10	10
Between MP 194 and MP 197.....	60	40
Pana—Entering or leaving Big 4 main tracks.....	10	10
St. Louis—Engines 1015 to 1023 inclusive on Merchants Bridge and Approaches.....	20	20
SALEM DISTRICT		
Kaskaskia Bridge C1942 use 60 seconds.....	15	15
Rail Motor Cars.....	25	25
Altamont—Curve at Depot.....	10	10
Rail Motor Cars.....	20	20
S. X. Tower—Curve at tower.....	20	20
Rail Motor Cars.....	30	30
Happy Hollow—Around reverse curves between TP 228 and TP 228-24.....	35	35
Rail Motor Cars.....	45	45
Mt. Vernon—Between home signals at V.N. Tower....	20	20
Rail Motor Cars.....	30	30
Benton—Approaching and passing over State Route 14 just north of north end of siding, No. 122 when handled by Rail Motor Car.....	30	..
West Frankfort—Over street crossings.....	15	15
Johnston City—Over street crossings.....	15	15
Saline Creek Bridge C3243 use 40 seconds.....	15	15
Rail Motor Cars.....	25	25
Between TP 332-6 and MP 334.....	30	30
Grasshopper Creek Bridge C3347 use 30 seconds.....	15	15
Rail Motor Cars.....	25	25
Between TP 335-10 and TP 335-22.....	20	20
Between TP 338-15 and TP 338-25.....	20	20
Thebes—SI&MB Co. Bridge.....	25	25
JOPPA BRANCH		
Joppa Jet to Joppa.....	25	25
When handling loaded hopper cars.....	..	15
WESTVILLE DISTRICT		
North Yard to Westville.....	35	25
Rail Motor Cars.....	45	..
Danville—Main Street TP 124-6.....	10	10
Bridge W1262 Vermilion River.....	10	10
Rail Motor Cars.....	20	..
Rock Cut—Between TP 126-25 and 127-14.....	15	15
Westville to Villa Grove Jct.....	40	..
Rail Motor Cars.....	50	..
Westville to Villa Grove Jct. Engines 840-965 class....	..	40
Westville to Villa Grove Jct. Other engines.....	..	30
Hegeler Lead.....	15	15
Indianola—Curve north of depot TP 141-32.....	30	30
Rail Motor Cars.....	40	..
SIDELL BRANCH		
Rossville Jct. to Sidell Jct.....	40	30
Rossville Jct to Sidell Jct. No. 86 and 87.....	..	40
Bridge D1179 South of Jamesburg.....	10	10
Bridges D1297 and D1301 South of Bronson.....	10	10

ENGINES RESTRICTED ON MAIN TRACKS

- 2000, 4000 Class:
Between Jackson and Evansville.
Between Danville and Villa Grove.
All branch lines, except may be used on Cissna Park Branch and between Rossville Jet. and MP 109 on Sidell Branch.
- 200, 1000, 1900 and EJ&E 700 class:
Freeland Park—Judyville—Mt. Vernon Branches.
North Branch of Jackson Mine Branch.
South of Miami Jet., on South Branch of Jackson Mine Branch.
- 3635-3675 Class:
Mt. Vernon Branch.
- 1800, 2000, 4000, 1900, 1008 to 1023 Class:
Joppa Branch—Must not go south of TP 348-20.

ENGINES RESTRICTED OVER BRIDGES

- EVANSVILLE DISTRICT—Engines 1018 and 1900 class must not doublehead over bridge 1631, Wabash River, Clinton with engines of the above classes, except when separated by three cars.
- ST. LOUIS DISTRICT—St. Louis: engines 216, 1008-1023, 1800, 3635, 3654, 1900, 2000 and 4000 class must not be run over the Eads Bridge—Engines 1900 class may be run between Granite City and Union Station, St. Louis via the Merchants Bridge, at speed not to exceed 15 miles per hour while on river spans of bridge. Cab awnings must be in raised position while passing under Eads bridge. Engines of the 1900, 1018 class must not be doubleheaded over the Merchants Bridge with any class engine, except when separated by three cars.
Engines of the 1800, 2000 and 4000 class must not be used between Granite City and St. Louis.
- SALEM DISTRICT—Engines 1018, 1800, 1900, 2000 and 4000 class must not doublehead over Kaskaskia River Bridge (C1942) Saline Creek Bridge (C3243) Grasshopper Bridge (C3347) with engines of the above classes, except when separated by three cars.
- WESTVILLE DISTRICT—Engines 1900, 1008-1023 and EJ&E 700 class must not doublehead over bridge W1262 Vermilion River, with any class engine, except when separated by three cars.
Engines of the 2000 and 4000 class may be handled over bridge W1262 only when dead in train, light without coal or water and must be placed in train not less than three cars behind the engine.
Engines must not exceed 10 miles per hour over bridge 1240 on lead to City Yard, Danville.
- SIDELL BRANCH—Engines 1018, 1900 and EJ&E 700 class must not doublehead with engines of any class over bridges D1179 South of Jamesburg and D1297 and D1301 South of Bronson, except when separated by three cars.

ENGINES RESTRICTED ON AUXILIARY TRACKS**All Engines restricted on the following tracks:**

- GRANT PARK Gleaner Lumber Co., 5 miles per hour.
SEIFERT Tracks 6, 7 and 8 not safe for engines but may be used for storage of empty cars.
VINCENNES Ebner Belt track, Industrial Spur, 5 miles per hour.
HAZLETON Atlanta track. Hold on to at least 3 cars so engine will not go beyond gravel hopper.
MT. VERNON Keck-Gonnerman track—Hold on to cars to avoid putting engine beyond 4 car lengths from switch.
IND. 1900-2000-4000 South Interchange track, Mo. Pac.
BENTON Old Ben Mine No. 15, except consolidated engines 5 miles per hour.

Engines of 1900 class, restricted on the following tracks:

- GRANT PARK South elevator track.
MOMENCE Tiffany Brick track.
WATSEKA East wye not beyond house track frog.
House track not beyond south end of freight house platform.
HOOPESTON Malleable track.

Engines of the 1900 and 1000 class restricted on the following tracks:

- Farmersburg—Elevator track.
Sullivan County Branch—15 miles per hour except:
10 miles per hour between Peerless Junction and Peerless mine.
5 miles per hour through Peerless mine load track turnouts.
Mt. Vernon Branch—Not beyond 75 car lengths west of wye.

Santa Fe Engines restricted on the following tracks:

- GRANT PARK South elevator track.
MOMENCE Tiffany Brick track.
WATSEKA East wye.
WOODLAND Tile Company track.
HOOPESTON Inside tracks Sprague Sells.
Malleable track.
ALVIN Elevator tracks.
BISMARCK Elevator track.

Santa Fe Engines may use following tracks, but must not exceed five miles per hour:

- THORNTON Quarry tracks.
CHICAGO HTS. M.C interchange.
GOODENOW Elevator track.
BEECHER Station track.
MOMENCE East house track.
CMStP&P and NYC interchange.
Hobert and Tabler Elevator tracks.
KOSTER Station track.
ST. ANNE Eastern Illinois Clay track.
St. Anne Brick and Tile Company track.
Wheel track.
Big 4 interchange.
HOOPESTON West wye.
Factory track.
ALVIN Interchange track.

The following tracks must not be used by Engines of the 1008-1023, 1800, 1900, 2000 and 4000 class, except as indicated:

- VILLA GROVE Alexander Lumber Company.
TUSCOLA Deep Water Ice Company track 1900 class may use not exceed 5 miles per hour.
B&O No. 2 Interchange track.
IC Connection may be used by the 1900 class engines but must not exceed 5 miles per hour.
ARTHUR Penna. Connection track No. 2 may be used but must not exceed 5 miles per hour.
Derman Wagner Lumber Company (South Stub), 1900 class may use not exceed 5 miles per hour.
SULLIVAN ILL. IC Connection may be used by 1900 class engines, not to exceed 5 miles per hour.
PANA Pana Coal Company tracks. IC Connection may be used by 1900, 2000 and 4000 class engines, not to exceed 5 miles per hour.
SALEM B. & O. Connection may be used to clearance points back of turnout on two tracks used as delivery and receiving tracks.
MT. VERNON ILL. Mt. Vernon Car Mfg., Co., tracks. J. P. Devine Mfg., Co., tracks. Moss Tie Co., Plant, MP and JSW Connections. Tracks 1 and 2 in northeast angle Southern connection may be used by 1900, 2000 and 4000 class engines, not to exceed 5 miles per hour.
W. FRANKFORT West Mine and Old Ben No. 15 leads.
1900 class engines may use tracks serving Mines 18 and 19 and Old Ben No. 8 mine tracks.
MARION 1900 class may use North lead of Tie Plant for a distance of 600 feet from switch point, on track 4 only, and South lead distance of 350 feet from Switch point, tracks 1 and 2.
House track may be used by Santa Fe Engines to clearance point only. 1900 class engines must be operated carefully over this track account little clearance between Engine and Freight House platform.
2000-4000 class engines may turn on Wye in emergency case and then only on permission from Chief Train Dispatcher.
CHASCO Engines of the 1900 class may use lead to point 40 feet north of tipple and may use empty track a sufficient distance to place empties over summit of hump.
ULLIN Charcoal track.

STOCK DRENCHERS

- Coaler, Brewer, Locust Street, Sullivan, Alice, Hillsboro, Hall, Goreville.

TRAIN ORDER OR BLOCK STATIONS ARE OPEN ONLY AS FOLLOWS:

DANVILLE DISTRICT

	WEEK DAYS	SUNDAYS	HOLIDAYS
Coaler.....	9.00 PM to 5.00 AM	9.00 PM to 5.00 AM	9.00 PM to 5.00 AM
Milford.....	6.30 AM to 2.30 PM	6.30 AM to 2.30 PM	6.30 AM to 2.30 PM
Wellington.....	7.00 AM to 4.00 PM		10.00 AM to 12.00 N'n
Bismarck.....	7.30 AM to 4.30 PM		11.00 AM to 1.00 PM

EVANSVILLE DISTRICT

Poplar Street.....	8.00 AM to 5.00 PM	8.00 AM to 5.00 PM	8.00 AM to 5.00 PM
Shelburn.....	8.00 AM to 5.00 PM		1.30 PM to 3.30 PM
Carlisle.....	8.00 AM to 4.00 PM	8.00 AM to 4.00 PM	8.00 AM to 4.00 PM
Oaktown.....	11.00 PM to 7.00 AM	11.00 PM to 7.00 AM	11.00 PM to 7.00 AM
Emison.....	7.00 AM to 11.00 PM	3.00 PM to 11.00 PM	3.00 PM to 11.00 PM
Hazelton.....	8.00 AM to 4.00 PM	8.00 AM to 4.00 PM	8.00 AM to 4.00 PM
Fort Branch.....	11.00 PM to 7.00 AM	11.00 PM to 7.00 AM	11.00 PM to 7.00 AM
Haubstadt.....	8.00 AM to 5.00 PM	8.00 AM to 5.00 PM	8.00 AM to 5.00 PM
Owensville.....	6.30 AM to 10.00 PM	6.30 AM to 10.00 PM	6.30 AM to 10.00 PM
Cynthiana.....	8.00 AM to 5.00 PM		
Poseyville.....	9.00 AM to 6.00 PM		
Wadesville.....	9.00 AM to 6.00 PM		
Mt. Vernon.....	8.00 AM to 5.00 PM		

ST. LOUIS DISTRICT

Bryce.....	8.00 AM to 5.00 PM	8.00 AM to 5.00 PM	8.00 AM to 5.00 PM
Fountain Creek.....	8.00 AM to 5.00 PM		8.00 AM to 5.00 PM
Ellis.....	8.00 AM to 5.00 PM		8.00 AM to 5.00 PM
Royal.....	7.00 AM to 11.00 PM	7.00 AM to 11.00 PM	7.00 AM to 11.00 PM
Bongard.....	7.30 AM to 4.30 PM	7.30 AM to 4.30 PM	7.30 AM to 4.30 PM
West Ridge.....	7.30 AM to 4.30 PM		
Bourbon.....	7.00 AM to 4.00 PM		10.00 AM to 12.00 N'n
Cadwell.....	8.00 AM to 5.00 PM		2.30 PM to 4.30 PM
Westervelt.....	6.30 AM to 3.30 PM		9.45 AM to 11.45 AM
Dollville.....	8.30 AM to 5.30 PM		2.40 PM to 4.40 PM

SALEM DISTRICT

Altamont.....	9.00 AM to 5.00 PM	8.30 AM to 10.30 AM	8.30 AM to 10.30 AM
Loogootee.....	11.30 PM to 7.30 AM	4.00 PM to 6.00 PM	4.00 PM to 6.00 PM
St. Peter.....	8.15 AM to 5.15 PM	11.30 PM to 7.30 AM	11.30 PM to 7.30 AM
Kell.....	8.00 AM to 5.00 PM		
Ina.....	7.00 AM to 11.00 PM	7.00 AM to 11.00 PM	7.00 AM to 11.00 PM
Benton.....	6.45 AM to 3.45 PM	6.45 AM to 3.45 PM	6.45 AM to 3.45 PM
Johnston City.....	2.00 PM to 10.00 PM	2.00 PM to 10.00 PM	2.00 PM to 10.00 PM
Marion.....	6.15 AM to 3.15 PM	6.15 AM to 9.15 AM	6.15 AM to 9.15 AM
Neilson.....	7.00 PM to 9.00 PM	7.00 PM to 9.00 PM	7.00 PM to 9.00 PM
Goreville.....	1.15 PM to 9.15 PM	7.00 PM to 9.10 PM	7.00 PM to 9.10 PM
WV Tower.....	8.15 AM to 4.15 PM	8.15 AM to 4.15 PM	8.15 AM to 4.15 PM
Olive Branch.....	6.00 PM to 2.00 AM	6.00 PM to 2.00 AM	6.00 PM to 2.00 AM
Karnak.....	7.00 AM to 4.00 PM		
Joppa.....	7.00 AM to 4.00 PM		

WESTVILLE DISTRICT

Grape Creek.....	8.00 AM to 5.00 PM		
Indianola.....	7.00 AM to 4.00 PM		
Sidell.....	7.00 AM to 4.00 PM		
Allerton.....	7.00 AM to 4.00 PM		11.40 AM to 1.40 PM
Broadlands.....	8.00 AM to 5.00 PM		
Longview.....	8.00 AM to 3.00 PM		11.35 AM to 1.35 PM
Fairland.....	7.00 AM to 4.00 PM		

HELP PREVENT CLAIMS—PLEASE!

For the information of employes, train 98 will leave Evansville and train 99 will leave Chicago on the following days only, but this information will not be authority to disregard the daily schedules of such trains:

No. 98—November—1943—16-19-22-25-28

December—1943—1-4-7-10-13-16-19-22-25-28-31

January —1944—3-6-9-12-15-18-21-24-27-30

February —1944—2-5-8-11-14-17-20-23-26-29

March —1944—3-6-9-12-15-18-21-24-27-30

April —1944—2-5-8-11-14-17-20-23-26-29

No. 99—November—1943—14-17-20-23-26-29

December—1943—2-5-8-11-14-17-20-23-26-29

January —1944—1-4-7-10-13-16-19-22-25-28-31

February —1944—3-6-9-12-15-18-21-24-27

March —1944—1-4-7-10-13-16-19-22-25-28-31

April —1944—3-6-9-12-15-18-21-24-27-30

SURGEONS

Name	Location	Street	OFFICE Phone	RESIDENCE Street	Phone
Dr. Ray S. Westline, Chief Surgeon.	Chicago	334 W. 63rd St.	WEN. 1031. NOR. 0342.	5836 Stoney Island Ave.	DOR. 3309
Dr. E. L. Arensdorf, Asst. Chief Surgeon.	Chicago	334 W. 63rd St.	WEN. 1031.	7900 Ind. Ave.	RAD. 1217
Dr. E. C. Holmblad	Chicago	28 E. Jackson	HAR. 1774	654 Downer Pl.	AUR. 2-1750
Dr. Chas. F. Clayton	Chicago	10827 S. State St.	PUL. 0138	10827 S. State St.	PUL. 0138
Dr. J. A. Kollar	Dolton	13750 Leyden Ave.	Interocean 9718	13845 S. State St. Riverdale	2
Dr. E. G. Klinger	Chicago Heights	1602 Otto Blvd.	481	149 W. 14th St.	482
Dr. P. R. Blodgett	Chicago Heights	1602 Otto Blvd.	324	1606 Euclid Ave.	2177
Dr. D. D. Van Voorhis	Beecher	Penfield and Dixie Hwy.	2582	Penfield and Dixie Hwy.	2582
Dr. Charles H. Ruch	Momence	33 Dixie Highway	80	216 W. Second St.	81
Dr. L. L. Bell	St. Anne	Railroad St.	130	Sheffield Ave.	116
Dr. G. W. Ross	Watseka	120 S. 4th St.	16	438 S. 4th St.	135
Dr. E. Forest Hardien	Watseka	4th and Cherry Sts.	Main 2	211 E. Locust St.	Main 2
Dr. A. L. Green	Milford	6 E. Jones St.	2 R 7	412 E. Jones	3 R 7
Dr. W. R. Roberts	Cissna Park		47		108
Dr. M. F. Weissmann, Act. Asst. Surg.	Cissna Park	109 N. Axtel, Milford	185J	300 N. Chicago St., Milford	185R
Dr. R. G. Kline	Hoopeston	202½ E. Main St.	236	859 E. Lincoln	155
Dr. R. P. Donovan	Rossville	607 E. Penn. Hoopeston	800	607 E. Penn., Hoopeston	800
Dr. O. P. Donovan	Bismarck	Market Place		South St.	52
Dr. F. W. Barton, Dist. Surgeon	Danville	4 N. Vermilion St.	409	324 N. Vermilion St.	3895
Dr. Melvin L. Hole, Acting Asst. Dist. Surg.	Danville	Daniel Bldg.	399	1414 N. Franklin St.	1470
Dr. L. L. Steiner, Oculist	Danville	106 N. Vermilion St.	816	324 N. Vermilion St.	4467-W
Dr. W. A. Johnson	Perrysville		33		9
Dr. Ralph E. Brown	Cayuga	Curtis St.	263	Curtis St.	263
Dr. J. L. Saunders	Newport	S W Corner Public Sq.	83	S W Corner Public Sq.	83
Dr. D. C. Shaff	Clinton	321½ S. Main St.	567	432 S. Fifth St.	568
Dr. C. C. Sourwine	Brazil	1½ E. National Ave.	401	141 N. Walnut St.	458
Dr. M. C. Topping, Dist. Surg.	Terre Haute	505 Tribune Bldg.	C-2652	152 Monterey Ave.	C-8983
Dr. Albert M. Mitchell, Acting Asst. Surgeon	Terre Haute	503 Tribune Bldg.	C-5652	333 S. 22nd St.	C-2193
Dr. W. E. Stewart, Oculist	Terre Haute	402-493 Tribune Bldg.	Crawford 4003	2130 S. Center St.	C-1656 and C-8624
Dr. J. P. Oliphant	Farmersburg	Main St.	89-A	Heap St.	89-B
Dr. C. F. Briggs	Sullivan, Ind.	114 S. Court	263	302 W. Washington	306
Dr. W. N. Thompson, Asst. Surg.	Sullivan, Ind.	112 W. Washington St.	137	206 W. Washington	102
Dr. J. Stanley Brown	Carlisle	U. S. Highway No. 41	Main 4	U. S. Highway No. 41	Main 100
Dr. E. W. Beckes	Vincennes	414 Broadway St.	2054	220 N. Fifth St.	1210
Dr. H. M. Arthur	Hazleton	Main St.	362	Main St.	363
Dr. O. T. Brazelton	Princeton	114 South Hart St.	647	505 South Main St.	647
Dr. J. R. Montgomery	Owensville		79 F 3		79 F 4
Dr. S. W. Boren	Poseyville	Locust St.	24-1	Fletcher Ave.	24-3
Dr. Wm. E. Jenkinson	Mt. Vernon, Ind.	222 Walnut St.	103-W	722 Walnut St.	103 M
Dr. W. F. Morris	Ft. Branch	Locust St.	113	Locust St.	113
Dr. W. E. McCool, Dist. Surgeon	Evansville	211 Boehne Bldg.	2-7414	1435 Emmett St.	2-3486
Dr. Arleigh Allenbaugh, Asst. Dist. Surgeon	Evansville	307 Trust Bldg.	6824	3218 Mulberry	31879
Dr. Wm. H. Field, Oculist	Evansville	124 S. E. First St.	3-0624	110 Walnut St.	3-0650
Dr. Carl C. Dillon	Sidell	Dickerson St.	20 R 2	Gray St.	20 R 3
Dr. J. M. James	Henning	Ross St.	1	Loren St.	7
Dr. P. C. Casto	St. Joseph		2161		2326
Dr. R. W. Taylor, Dist. Surg.	Villa Grove	Post Office Bldg.	63 R 1	112 Vine St.	96
Dr. Walter C. Blaine	Tuscola	200 N. Main St.	75	200 N. Main St.	75
Dr. C. O. Norris	Arthur	S. Vine St.	14	Ash and 2nd Sts.	14 X
Dr. W. B. Kilton	Sullivan, Ill.	15 W. Harrison St.	6112	216 W. Harrison St.	6113
Dr. Geo. W. Mauzey	Findlay		29		29
Dr. L. H. Miller	Pana	211 S. Locust St.	3582	606 Kitchell Ave.	2750
Dr. C. W. Vaughn	Nokomis	122 W. State St.	8	115 W. Union St.	28
Dr. J. W. Adams	Witt		131		132
Dr. Z. V. Kimball	Hillsboro	104 A. W. Seward St.	92	156 N. Main St.	94
Dr. R. C. Berry	Livingston		3 x 2		3 x 2
Dr. H. P. Reuss, Dist. Surg.	Granite City	1365 A. Neidringhaus Ave.	Tri City 99	2257 Cleveland Blvd.	Tri City 443
Dr. Earl Rice	St. Louis	Room 1736 Railway Exchange Bldg.	Chestnut 5844	77 Mohawk Pl., Clayton, Mo.	Parkview 6356
Dr. Charles H. Hulick	Shelbyville	North Broadway	302	2317 N. Broadway	348
Dr. Duncan Biddlecomb, Asst. Surg.	Shelbyville	2116 W. Main St.	486	2116 W. Main St.	486
Dr. Harry Schumacher	Altamont	Bank Bldg.	94 A	241 N. Second St.	94 B
Dr. A. R. Whitfort	St. Elmo	Main St.	89	Main St.	40
Dr. H. L. Logan, Dist. Surg.	Salem	202 A. W. Main St.	44	420 W. Main St.	128
Dr. Sam Thompson	Mt. Vernon, Ill.	113½ S. 10th St.	650	1812 Broadway	1195 W
Dr. Walter H. Alvis	Benton	Capitol Bldg.	191	310 W. Church St.	432
Dr. C. O. Lane	West Frankfort	115½ E. Main St.	126	1905 E. Main St.	366
Dr. W. T. Harsha, Jr.	West Frankfort	115 E. Main St.	126	403 E. Clark St.	525
Dr. W. J. Clayton	Johnston City	108 E. Broadway St.	177 R. 2	301 W. 8th St.	177 R 3
Dr. H. A. Felts	Marion	519 S. Market	612	800½ Pub. Square	595
Dr. W. W. Ritchey	Goreville	R. F. D. 4	26 R 3		26 R 2
Dr. P. W. Rose	Vienna		73	Cypress, Ill.	25
Dr. James K. Rosson	Tamms		20		23
Dr. A. Lottman	Olive Branch		7		7
Dr. G. F. Cummings	Joppa	Armstrong Bldg.	404 W 1	803 Girard St.	404 W 2
Dr. G. A. Sample	Chaffee, Mo.	Bank Bldg.	50	S. Third St	67

LOCATION OF TELEPHONES

DANVILLE DISTRICT

Thornton..... On Depot	Coaler..... Tower, 1st Floor
Chicago Heights MC Connection	Watseka..... No. End Storage
Heights Yard..... South End Yd.	Milford..... In Pole Box
Steger..... South End	Milford Jet..... Crossover
Crete..... In Depot	Cissna Jet..... Crossover
Goodenow..... Crossover	Wellington..... In Depot
Beecher..... On Depot	Hoopeston..... North Crossover
Sollitt..... Crossover	Rossville..... TP 105-14
Grant Park..... In Depot	Rossville Jet..... Water Crane
Momence Yard..... Crossover	Jordan Creek..... Near Pump Station
So. End West Yd.	Alvin..... In Depot
No. End So. Sdg.	Bismarck..... On Depot
So. End So. Sdg.	West Newell..... Crossover
Wichert..... In Depot	North Yard..... North Crossover
St. Anne..... North End	South of Wabash
Papineau..... In Depot	Oaklawn..... North Crossover
Martinton..... Outside Wall	South Gate
North End Depot	Brewer..... Water Tank
Pittwood..... Crossover	Yard Office
	South End Yd
	South Crossover

EVANSVILLE DISTRICT

Gessie..... Crossover	Vincennes..... North End
Perrysville..... Crossover	South End
Dickason..... North End	Penna Crossing
Dickason Pit..... At Switch	Alice..... North End
Walnut Grove..... At Tank	North Ladder
Newport..... On Depot	South End
TP 149-26..... In Pole Box	Purcell..... North End
Montezuma..... South of Depot	South End
Hillsdale..... North Crossover	Volmer..... TP 243-12
TP 157-20	Decker..... North End
Jackson..... North Crossover	South End
Pole Box	White River
Clinton..... E D T	Bridge..... North End
Lyford..... South End	Hazleton..... TP 248-33
North End	TP 250-20
Atherton..... North End	Miller..... North End
South End	South End
Dewey..... TP 173-29	Patoka..... TP 254-9
Terre Haute..... Hulman St.	At Switch
Freight Depot	TP 256-5
Baker..... North End	Gibson..... North End
South End	South End
Springhill..... North End	Princeton..... North End
Auto Sig. 183-2..... Honey Creek	Sou. Transfer
Young..... South End	Sou. Crossing
Pimento..... North End	TP 260-37
South End	King..... North End
Seifert..... North End	TP 262-8
South End	Cabin at Highway
Standard..... In Cabin	South End
Shelburn..... North End	Mt. Vernon Jct. North Wye
South End	South Wye
Sullivan..... North End	Fort Branch..... South End
TP 202-18	Emge Switch
IC Crossing	Haubstadt..... South End
Paxton..... North End	Ingle..... North End
South End	South End
Carlisle..... North End	Straight Line Jct. In Building
South End	Union Track Jct. In Pole Box

BRAZIL BRANCH

Oaktown..... North End	Otter Creek Jct. Jct. Switch
Emission..... North End	Burnett..... In Tower
South End	Dixie Line Mine. At Switch
Maria Creek..... TP 227-38	Brazil..... In Depot
Smith..... North End	
South End	
TP 231-4	

ST. LOUIS DISTRICT

Woodland Jct. Wye Switch	Glover..... South End
Bryce..... North End	Tipton..... TP 129-4
South End	Rutherford..... Platform
Goodwine..... North End	Bloek..... North End
South End	South End
Fountain Creek..... North End	Bongard..... North End
South End	South End
Hustle..... North End	Villa Grove Jct. EDT
South End	Switch W. Dist.
Reilly..... North End	Villa Grove..... South End Ladder
South End	VE..... In Pole Box
Ellis..... North End	Tuscola..... TP 154-9
South End	TP 153-28
Gerald..... North End	South End
South End	Arthur..... North End
Royal..... North End	Stock Pen
South End	Cadwell..... Depot

Chipps..... Crossover	Findlay Jct. Wye Switch
Sullivan..... North End	Westervelt..... On Depot
South End	South End
Stock Pen	Henton..... In Pole Box
Kirksville..... TP 179-21	Dollville..... North End
Oakaw..... South End Bridge	On Depot
Hall..... Coal Chute	Pana..... Car Inspector's
South End	House
Findlay..... In Depot	Caboose Track
In Pole Box South	Hopkins..... In Pole Box
of Depot	

SALEM DISTRICT

Shelbyville..... South End Bridge	Mt. Vernon..... Water Tank
Fair Ground..... South End	V. N. Siding..... North End
Clarksburg..... South End	Ina..... South End
Moccasin..... South End	Benton..... North End
Altamont..... South End	West Frankfort..... Round House
St. James..... South End	Orient Mine..... At Switch
St. Elmo..... North End	Old Ben No. 8..... At Switch
St. Peter..... South End	Old Ben No. 15..... At Switch
KJ Tower..... South End Siding	Barlow..... North End
Salem Yard..... North End	Marion..... Tie Plant Switch
Salem..... Main St.	Goreville..... North End
Kell..... On Depot	Joppa Jct..... In Pole Box
Texico..... South End	Gale Jct..... At Switch

WESTVILLE DISTRICT

Riley Track..... South End	
Maring..... At Switch	
Grape Creek..... North End	
South End	
W. R. Tower..... North End	
Peabody Jct..... At Switch	
Bunsen Switch..... At Switch	
Indianola..... South End	
Sidell Jct..... North Switch	
South Switch	
Allerton..... North End	
Longview..... South End	
Fairland..... North End	
Villa Grove..... TP-164-21	

SIDELL BRANCH

Henning..... On Depot
Jamesburg..... On Depot
Collison..... On Depot
Brothers..... On Depot
Bronson..... At Tower
Ryan..... Near Crossing
Jamaica..... On Depot

- C. H. FISCHER, Superintendent Transportation
- E. R. GLIDDEN, Superintendent
- F. J. FREESE, Superintendent Terminals
- J. T. THEBY, Train Master
- A. CHRISTMAN, Train Master
- I. A. MOORE, Train Master
- RAY HILL, Asst. Trainmaster
- B. BUSH, Road Foreman of Engines
- ROBERT JONES, Asst. Road Foreman of Engines
- E. B. SELSOR, Road Foreman of Engines
- H. KUHN, Road Foreman of Engines
- F. J. WEHLING, Train Rule Examiner
- G. C. MILLER, Train Rule Examiner
- C. McCLEARY, Asst. Train Rule Examiner

TRAIN DISPATCHERS

- Danville, Evansville, St. Louis (Woodland Jct. to Villa Grove) and Westville Districts
- S. R. DRISKILL, Chief Train Dispatcher
- H. H. HEIMROTH, Night Chief Train Dispatcher
- C. E. LEWIS
- M. A. JONES
- T. A. ROBERTS
- J. G. ACKELMIRE
- C. McCLEARY
- J. M. JOHNSON
- W. R. JOHNSON
- N. C. CALVERT
- C. G. BLACKWELL
- B. P. COOPER
- A. G. NEEL
- Salem and St. Louis (Villa Grove to St. Louis) Districts
- W. A. DONAHUE, Chief Train Dispatcher
- C. G. BLACKWELL, Night Chief Train Dispatcher
- O. R. AIKMAN
- H. J. WALKER
- O. P. MATHIS
- N. C. CALVERT
- A. G. NEEL
- W. F. ESCUE
- E. W. PERRY
- W. L. SMITH
- C. E. DOWDY
- C. D. WILLIAMS



CHICAGO & EASTERN ILLINOIS RAILROAD AND CONNECTIONS

Indicates Double Track

