

Sample #1  
11/14/47  
34392  
LTK

## SAFETY ALWAYS

Safety is of the first importance in the discharge of duty.

Obedience to the rules is essential to safety.

Every employe should report promptly to proper person every unsafe condition and practice.

Following signals will be used to notify crews of passing trains of defective conditions.

### HOT JOURNAL . . . . BY DAY.

Nose held with one hand with other hand pointing toward track.

### BY NIGHT.

Stop signal.

### BRAKES STICKING . . . . BY DAY.

Hands shoved in sliding motion out from body.

### BY NIGHT.

Stop signal.

- BROKEN WHEELS
- DEFECTIVE TRUCK
- DRAGGING BRAKE CONNECTION
- LADING SHIFTED OVER SIDE OR END OF CAR
- SWINGING CAR DOOR OR ANY OTHER DANGEROUS CONDITION

} Stop signal

### DIVISION OFFICERS

D. E. LEONARD.....	Superintendent .....	Decatur, Ill.
E. LIND.....	Supt. Chicago Terminal Division .....	Chicago, Ill.
F. T. SCHMIDT.....	Trainmaster Chicago Terminal Division .....	Chicago, Ill.
J. F. NELLIS.....	Supt. St. Louis Terminal Division .....	St. Louis, Mo.
L. E. HOGAN.....	Trainmaster St. Louis Terminal Division .....	St. Louis, Mo.
C. R. FOUNTAIN	Asst. Trainmaster St. Louis Terminal Division.....	St. Louis, Mo.
R. J. CRIPE.....	Trainmaster .....	Decatur, Ill.
C. H. KELLER.....	Trainmaster .....	Decatur, Ill.
E. W. NIXON.....	Trainmaster .....	Decatur, Ill.
G. H. RILEY.....	Road Foreman of Engines.....	Decatur, Ill.
J. W. CRAWFORD.....	Road Foreman of Engines.....	Decatur, Ill.
P. P. STAATS.....	Road Foreman of Engines.....	Decatur, Ill.
J. C. JOHNSON.....	Chief Train Dispatcher.....	Decatur, Ill.
B. J. SINGLETON.....	Night Chief Train Dispatcher .....	Decatur, Ill.
O. C. SANDBERG.....	Night Chief Train Dispatcher .....	Decatur, Ill.

# Wabash Railroad Company

## DECATUR DIVISION

### Time-Table No. 31

IN EFFECT

SUNDAY, SEPTEMBER 29, 1946

AT 12:01 A. M.

Central Standard Time



**PREVIOUS TIME-TABLES ARE VOID AND MUST BE DESTROYED**

This time-table is for the government and information of employes only. The management reserves the right to vary from it at pleasure.

**G. H. SIDO,**  
Vice President & General Manager.

**R. A. MESSMORE,**  
Assistant General Manager.

**C. A. JOHNSTON,**  
Superintendent Transportation.

**D. E. LEONARD,**  
Superintendent.

HUSTON-PATERSON CORP., DECATUR, ILL.

CHICAGO TO FORREST—6th District

Distance from Chicago	Time-Table No. 31 In effect Sept. 29, 1946		Southward Trains								
			FIRST CLASS				SECOND CLASS			THIRD CLASS	
			11	21	13	17	99	93	83	75	
			Banner Blue	Blue Bird	Decatur Express	The Midnight	Red Ball Freight	Red Ball Freight	Red Ball Freight	Local Freight	
Daily	Daily	Daily Except Sun.	Daily	Daily	Daily	Daily	Mon. Wed. Fri.				
STATIONS		Capacity sidings in 45 ft. cars exclusive of engine and caboose.	AM	PM	PM	PM					
.....	CHICAGO	.....	11.20	4.45	5.25	11.50	.....	PM	PM	.....	
4.4	DN 47TH STREET	.....	.....	.....	\$ 5.34	.....	.....	7.00	8.30	.....	
6.5	ENGLEWOOD	.....	\$11.34	4.59	\$ 5.39	\$12.04	.....	.....	.....	.....	
8.0	W. I. JCT.	DOUBLE TRACK	.....	11.37	5.02	5.42	12.07	PM	7.20	8.50	AM
10.8	LANDERS		.....	.....	.....	\$ 5.53	.....	12.01	7.25	9.00	8.00
12.2	DN ASHBURN		.....	11.43	5.08	\$ 5.57	12.15	12.06	7.30	9.10	\$ 8.05
14.8	OAK LAWN		.....	.....	.....	\$ 6.01	.....	.....	.....	.....	\$ 8.15
16.4	DN CHICAGO RIDGE		.....	11.47	5.12	\$ 6.04	12.20	12.40	7.40	9.26	\$ 8.20
17.8	WORTH	.....	.....	.....	\$ 6.07	.....	.....	.....	.....	\$ 8.25	
19.9	PALOS PARK	.....	.....	.....	\$ 6.11	.....	12.50	7.48	9.31	\$ 8.30	
23.2	DN ORLAND PARK	.....	11.54	5.18	\$ 6.17	12.28	12.56	7.55	9.40	\$ 8.38	
30.1	MARLEY	95	12.00	5.24	6.26	12.35	1.07	8.07	9.50	8.50	
33.6	STEELE	.....	.....	.....	.....	.....	.....	.....	.....	.....	
34.6	DN BRISBANE	105	12.05	5.29	6.31	12.40	1.40	8.17	10.10	\$ 9.20	
39.6	DN MANHATTAN	125	12.10	5.34	6.37	12.46	1.55	8.27	10.25	\$ 9.45	
42.0	ARSENAL	115	12.12	5.36	6.40	12.49	2.00	8.32	10.35	9.52	
47.0	D SYMERTON	84	12.17	5.41	6.45	12.54	2.10	8.42	10.50	\$10.08	
51.1	BALLOU	.....	.....	.....	.....	.....	.....	.....	.....	10.20	
52.9	D RITCHIE	69	.....	.....	6.51	.....	2.25	8.50	11.10	\$10.27	
54.2	D CUSTER PARK	95	12.24	5.47	6.53	1.02	2.30	9.01	11.17	10.35	
59.8	ESSEX	57 72	.....	.....	6.59	1.08	2.42	9.17	11.29	\$10.50	
66.0	DN REDDICK	128	12.35	5.58	7.06	1.15	2.53	9.37	11.40	\$11.05	
70.0	CARDIFF	.....	.....	.....	.....	.....	.....	.....	.....	.....	
72.2	D CAMPUS	76	.....	.....	7.13	1.22	3.04	9.45	11.50	\$11.25	
76.6	D EMINGTON	61 84	12.44	6.06	7.18	1.27	3.13	9.51	11.58	\$11.35	
82.4	D SAUNEMIN	112	12.49	6.11	7.24	1.33	3.23	9.59	12.12	\$11.45	
87.4	D WING	61 61	.....	.....	7.30	1.39	3.32	10.06	12.25	\$11.55	
92.4	DN FORREST	78	\$ 1.03	6.24	\$ 7.36	\$ 1.47	3.53	10.15	12.40	12.30	
			PM	PM	PM	AM	PM	PM	AM	PM	
			Daily	Daily	Daily Except Sun.	Daily	Daily	Daily	Daily	Mon. Wed. Fri.	
.....Scheduled time.....			1:43	1:39	2:11	1:57	3:52	3:15	4:10	4:30	
.....Average miles an hour.....			53.8	56.0	42.3	47.3	21.1	27.0	21.1	18.1	

Following trains meet on double track between W. I. Jct. and Orland Park:  
 No. 11 and No. 182.  
 No. 21 and No. 10.  
 No. 83 and No. 24.

No. 21 stop on signal at Englewood to receive revenue passengers for Decatur, Taylorville, Litchfield, Granite City and St. Louis.

No. 13 stop at Halsted St., Racine Ave., Ashland Ave., and Western Ave., stop on signal at Southmoor, 1 mile south of Palos Park and Alpine, 3.3 miles south of Orland Park; and stop at all stations south of Orland Park not covered by other signal stops to receive or discharge revenue passengers.

No. 75 carry passengers.

FORREST TO CHICAGO—6th District

Distance from St. Louis	Time-Table No. 31 In effect Sept. 29, 1946 STATIONS		Station number	Northward Trains						
				FIRST CLASS				SECOND CLASS		THIRD CLASS
				12	18	10	24	182	90	74
				Chicago Express	The Midnight	Banner Blue	Blue Bird	Red Ball Freight	Red Ball Freight	Local Freight
				Daily Except Sun.	Daily	Daily	Daily	Daily	Daily	Tues. Thurs. Sat.
				AM	AM	PM	PM	AM	PM	AM
285.7		CHICAGO	501	7.58	7.40	5.50	10.10	PM	AM	.....
281.8	DN	47TH STREET	505	7.45	7.29	.....	.....	12.30	12.30	.....
279.2		ENGLEWOOD	509	7.40	7.24	5.34	9.55	.....	.....	.....
277.7		W. I. JCT.	511	7.37	7.20	5.29	9.51	11.40	11.38	AM
274.9		LANDERS	514	7.22	.....	.....	.....	11.33	11.23	11.15
273.5	DN	ASHBURN	515	7.18	7.07	5.16	9.43	11.30	11.18	\$10.50
270.9		OAK LAWN	517	7.12	.....	.....	.....	.....	.....	\$10.40
269.8	DN	CHICAGO RIDGE	518	7.06	7.00	5.09	9.39	11.20	11.08	\$10.30
267.9		WORTH	519	7.03	.....	.....	.....	.....	.....	\$10.15
265.8		PALOS PARK	521	6.59	.....	.....	.....	.....	.....	\$10.05
262.5	DN	ORLAND PARK	523	6.53 6.18	6.48	5.00	9.33	10.55	10.57	\$ 9.55
255.6		MARLEY	527	6.06	6.36	4.53	9.26	10.40	10.45	9.25
252.1		STEELE	530	5.59	.....	.....	.....	.....	.....	.....
251.1	DN	BRISBANE	529	5.57	6.28	4.47	9.21	10.30	10.35	\$ 9.05
246.1	DN	MANHATTAN	531	5.48	6.19	4.42	9.16	10.20	10.25	\$ 8.45
243.7		ARSENAL	532	5.38	6.15	4.40	9.14	10.16	10.18	8.33
238.7	D	SYMERTON	533	5.29	6.07	4.36	9.09	10.08	10.08	\$ 8.25
234.6		BALLOU	534	5.22	.....	.....	.....	.....	.....	8.10
232.8	D	RITCHIE	535	5.19	.....	.....	.....	9.57	.....	\$ 8.05
231.5		CUSTER PARK	538	5.15	5.56	4.28	9.01	9.54	9.56	7.59
225.9		ESSEX	537	5.04	5.48	.....	.....	9.47	9.47	\$ 7.45
219.7	DN	REDDICK	539	4.53	5.40	4.18	8.51	9.39	9.37	\$ 7.30
215.7		CARDIFF	540	.....	.....	.....	.....	.....	.....	.....
213.5	D	CAMPUS	541	4.42	5.32	4.13	8.46	9.31	9.27	\$ 7.15
209.1	D	EMINGTON	543	4.32	5.25	.....	.....	9.25	9.19	\$ 6.59
203.3	D	SAUNEMIN	545	4.22	5.17	4.04	8.37	9.17	9.08	\$ 6.45
198.8	D	WING	547	4.12	5.09	3.59	.....	9.10	8.57	\$ 6.30
193.3	DN	FORREST	549	4.02	4.59	3.53	8.26	9.00	8.46	6.00
				AM	AM	PM	PM	AM	PM	AM
				Daily Except Sun.	Daily	Daily	Daily	Daily	Daily	Tues. Thurs. Sat.
		Scheduled time.....		3:56	2:41	1:57	1:44	3:30	3:44	5:15
		Average miles an hour.....		23.4	34.4	47.3	53.3	25.1	24.7	15.5

Following trains meet on double track between Orland Park and W. I. Jct.:  
 No. 10 and No. 21.  
 No. 24 and No. 83.  
 No. 182 and No. 11.

No. 12 stop on signal at Alpine, 3.3 miles south of Orland Park and Southmoor, 1 mile south of Palos Park and stop at Western Ave., Ashland Ave., Racine Ave. and Halsted St.  
 No. 18 stop on signal at Orland Park to discharge revenue passengers from St. Louis or to receive revenue passengers for Chicago and stop on signal at 47th Street to discharge revenue passengers.  
 No. 74 carry passengers.

FORREST TO BEMENT—7th District

Distance from Chicago	Time-Table No. 31 In effect Sept. 29, 1946		Southward Trains								
			FIRST CLASS				SECOND CLASS			THIRD CLASS	
			17	11	21	13	83	99	93	75	
			The Midnight	Banner Blue	Blue Bird	Decatur Express	Red Ball Freight	Red Ball Freight	Red Ball Freight	Local Freight	
			AM	PM	PM	PM	AM	PM	PM	AM	
92.4	DN	FORREST W	N 118	1.51	1.03	6.24	7.40	1.10	4.45	10.25	7.30
99.4	D	STRAWN 7.0	150	2.03	1.12	6.33	7.52	1.30	5.10	10.36	7.55
104.0	D	SIBLEY 4.6	61	2.09	1.17	6.38	8.12	1.40	5.25	10.45	8.31
108.9		GARBER 4.9	72					1.50	5.40	10.55	8.42
112.1	DN	GIBSON CITY W0	118	2.18	1.24	6.45	8.20	2.18	5.55	11.01	9.20
116.3		PROCTOR 4.2									9.30
120.2	D	FOOSLAND 3.9	125	2.33	1.32	6.52	8.29	3.06	6.10	11.16	9.40
123.4	D	LOTUS 3.2					8.34				9.46
125.1		OSMAN 1.7	61	2.40			8.36	3.30	6.25	11.25	9.50
127.3		BLUE RIDGE 2.2	60				8.39				9.56
131.2	DN	MANSFIELD W	115	2.49	1.42	7.02	8.43	3.56	6.40	11.38	10.30
136.1		GALESVILLE 4.9					8.48				10.40
139.3	DN	LODGE 3.2	110	2.58	1.49	7.09	8.52	4.40	7.09	11.59	10.50
145.0	D	MONTICELLO 5.7	22	3.10	1.56		9.02	5.00	7.25	12.10	11.05
152.3	DN	BEMENT W0	144	3.26	2.08	7.23	9.12	5.30	8.10	12.35	11.45
				AM	PM	PM	PM	AM	PM	AM	AM
				Daily	Daily	Daily	Daily Except Sun.	Daily	Daily	Daily	Tues. Thurs. Sat.
		Scheduled time.....		1:35	1:05	0:59	1:32	4:20	3:25	2:10	4:15
		Average miles an hour.....		37.8	55.2	60.9	39.0	13.8	17.5	27.6	14.0

No. 11 stop on signal at Monticello to discharge revenue passengers from Chicago or to receive revenue passengers for St. Louis.

No. 13 stop on signal at all stations not covered by other signal stops to receive or discharge revenue passengers.

No. 75 carry passengers.

Following trains meet on double track between Lodge and Bement:

No. 21 and No. 90.  
No. 99 and No. 24.  
No. 99 and No. 90.  
No. 17 and No. 18.

Distance from Chicago	SULLIVAN BRANCH 8th District		Station number
152.3	DN	BEMENT 8.5	W0 131
160.8	D	HAMMOND 6.2	471
167.0	D	LOVINGTON 8.1	473
175.1	D	SULLIVAN	W 477

STREATOR BRANCH—7th District

Southward	Time-Table No. 31 In effect Sept. 29, 1946		Northward	LIST OF THROUGH TRUSS AND OTHER NON-CLEARANCE BRIDGES, STRUCTURES AND TUNNELS — MAIN TRACKS (Cont'd on page 5)	
THIRD CLASS	Distance from Forrest	STATIONS	THIRD CLASS	Structure or Bridge No.	Location
73			72		
Local Freight			Local Freight		
Daily Except Sun.			Daily Except Sun.		
PM			PM		
2.45	37.0	D STREATOR W	411	1035	Palos Park side
2.50	35.2	CLAY 1.8	412	1037A	Palos Park Overhead
3.07	31.2	MANVILLE 4.0	413	1038A	Palos Park Overhead
3.30	26.8	CORNELL 4.9	415	1040A	Palos Park Overhead
3.50	21.3	ROWE 5.0	417	1076	Marley side
4.05	16.8	D PONTIAC 4.5	421	1078	Marley side
4.15	12.8	MCDOWELL 4.0	423	1081	Steele Overhead
4.20	11.0	LODEMIA 1.8	425	1084	Brisbane side
4.35	5.6	D FAIRBURY 5.4	429	Coal Station	Manhattan Overhead
5.00		DN FORREST 5.6	549	1145	Custer Park Overhead
				1149	Custer Park Overhead
				1166	Essex side
				1236	Wing Overhead
				1705	Pontiac Overhead
				Coal Station	Gibson City Overhead
				1320	Gibson City side
				1326	Proctor side
				1332	Foosland side
Daily Except Sun.			Daily Except Sun.		
2:15		Scheduled time.....	2:15		
16.4		Average miles an hour.....	16.4		

Nos. 72 and 73 carry passengers.  
All trains stop on signal at Champlin.

BEMENT TO FORREST—7th District

Distance from St. Louis	Time-Table No. 31 In effect Sept. 29, 1946		Station number	Northward Trains							
				FIRST CLASS				SECOND CLASS		THIRD CLASS	
				12	18	10	24	182	90	74	
				Chicago Express	The Midnight	Banner Blue	Blue Bird	Red Ball Freight	Red Ball Freight	Local Freight	
	Daily Except Sun.	Daily	Daily	Daily	Daily	Daily	Mon. Wed. Fri.				
		AM	AM	PM	PM	AM	PM	AM			
193.3	DN	FORREST W	549	\$ 3.52	\$ 4.55	\$ 3.53	8.26	9.00	8.46	11.50	
186.3	D	STRAWN	435	3.40	4.43	3.43	8.16	8.38	8.36	\$11.20	
181.7	D	SIBLEY	439	3.32	4.36	3.39	<b>8.12</b>	<b>8.31</b>	8.30	\$11.05	
176.8		GARBER	441	3.25	.....	.....	.....	8.23	.....	\$10.50	
173.6	DN	GIBSON CITY WC	443	\$ 3.20	4.25	3.31	8.05	8.17	<b>8.20</b>	\$10.35	
169.4		PROCTOR	446	.....	.....	.....	.....	.....	.....	\$10.10	
165.5	D	FOOSLAND	447	3.06	4.13	3.23	<b>7.58</b>	8.05	<b>7.58</b>	\$ 9.55	
162.3	D	LOTUS	449	3.01	.....	.....	.....	.....	.....	\$ 9.40	
160.6		OSMAN	451	2.58	4.06	.....	7.53	7.57	7.37	\$ 9.30	
158.4		BLUE RIDGE	453	2.55	.....	.....	.....	.....	.....	\$ 9.20	
154.5	DN	MANSFIELD W	455	\$ 2.49	<b>3.56</b>	3.12	7.47	7.47	7.27	\$ 9.05	
149.6		GALESVILLE	457	2.33	.....	.....	.....	.....	.....	\$ 8.50	
146.4	DN	LODGE	463	2.28	3.45	3.04	7.40	7.35	7.15	\$ 8.35	
140.7	D	MONTECELLO	465	\$ 2.20	3.37	2.56	.....	7.27	7.05	\$ 8.20	
133.4	DN	BEMENT WC	131	\$ 2.05	3.25	2.46	7.26	7.15	6.50	\$ 7.50	
				AM	AM	PM	PM	AM	PM	AM	
				Daily Except Sun.	Daily	Daily	Daily	Daily	Daily	Mon. Wed. Fri.	
.....	Scheduled time.....			1:47	1:30	1:07	1:00	1:45	1:56	4:00	
.....	Average miles an hour.....			33.5	39.9	53.6	59.9	34.2	30.9	14.9	

No. 18 stop on signal at Monticello and Gibson City daily to discharge revenue passengers from St. Louis or to receive revenue passengers for Chicago and stop on Sunday to handle U. S. mail.

No. 10 stop on signal at Monticello to discharge revenue passengers from St. Louis or to receive revenue passengers for Chicago.

No. 74 carry passengers.

Following trains meet on double track between Bement and Lodge:

- No. 24 and No. 99.
- No. 90 and No. 21.
- No. 90 and No. 99.
- No. 18 and No. 17.

LIST OF THROUGH TRUSS AND OTHER NON-CLEARANCE BRIDGES, STRUCTURES AND TUNNELS — MAIN TRACKS (Concluded)

Structure or Bridge No.	Location	
1352	Blue Ridge	Overhead
1393	Lodge	side
1396	Lodge	side
1402	Monticello	side
1403	Monticello	side
Coal Station	Bement	Overhead
42A	Sidney	side
57A	Tolono	side
63	Sadorus	side
70	Ivesdale	side
700A	Decatur	side
Coal Station	Karnes	Overhead
853½	Worden	side
854½	Worden	Overhead
868	Carpenter	side
870	Carpenter	side
871	Carpenter	side
873	Carpenter	side
874	Carpenter	side
878	Edwardsville	side
881½	Edwardsville	Overhead
899½	Brooklyn	Overhead
173	Riverton	Overhead
179	Springfield	side
182	Springfield	side
231A	Jacksonville	side
508	Valley City	side
651	Hannibal	Overhead
Tunnel	Hannibal	Overhead
279	Meredosia	See Note "A"
280	Meredosia	side
118	Hamilton	side

Inasmuch as these structures will not clear a man on top of cars or on the side of cars and engines, employes are forbidden to stand on top of, or ride on side ladders of cars, or to hang or lean out from sides of trains or engines when approaching or passing through these bridges, structures and tunnels.

Conductors must not, under any circumstances, attempt to handle cars through these bridges, the lading of which is in excess of clearance.

Attention is directed to the fact that the bridges enumerated cover non-clearance bridges only; numerous other bridges and non-clearance points are covered by special notices or signs with which employes are directed to familiarize themselves. Employes are forbidden to stand on top of, or ride on side ladders of cars, or to hang or lean out from sides of trains or engines when approaching or passing non-clearance points.

NOTE "A"			
CLEARANCE—HANNIBAL—TUNNEL			
Overhead clearance from top of rail.	Side clearance from track center for various lengths of cars or lading.		
	51' or less	51' to 75'	75' to 100'
11'	6' 0"	6' 0"	5' 6"
12'	6' 0"	6' 0"	5' 4"
13'	6' 0"	6' 0"	5' 0"
14'	6' 0"	5' 6"	4' 6"
15'	5' 6"	4' 10"	3' 10"
16'	4' 8"	3' 11"	3' 0"
17'	3' 4"	2' 8"	1' 8"

Cars or lading in excess of above dimensions must not be moved until special examination made by car department and authority to move received from superintendent.

TILTON TO DECATUR—9th District

Distance from Detroit	Time-Table No. 31 In effect Sept. 29, 1946		Capacity sidings in 45 ft. cars exclusive of engine and caboose.	Westward Trains														
				FIRST CLASS						SECOND CLASS					THIRD CLASS			
				17	3	11	1	21	13	93	83	89	99	91	71	75		
				The Midnight	St. Louis Limited	Banner Blue	St. Louis Special	Blue Bird	Decatur Express	Red Ball Freight	Red Ball Freight	Red Ball Freight	Red Ball Freight	Red Ball Freight	Local Freight	Local Freight		
Daily	Daily	Daily	Daily	Daily	Daily Except Sun.	Daily	Daily	Daily	Daily	Daily	Tues. Thurs. Sat.	Tues. Thurs. Sat.						
STATIONS																		
308.9	DN	TILTON	WC	110	.....	3.19	.....	2.02	.....	.....	.....	7.20	.....	11.10	7.30	.....		
307.8	D	CATLIN			.....	3.25	.....	2.10	.....	.....	.....	7.26	.....	11.17	7.40	.....		
313.3		RYAN		152	.....	3.31	.....	2.16	.....	.....	.....	7.33	.....	11.27	7.50	.....		
314.7	D	FAIRMOUNT			.....	3.33	.....	2.20	.....	.....	.....	7.35	.....	11.29	7.55	.....		
321.5	D	HOMER		102	.....	3.40	.....	2.30	.....	.....	.....	7.44	.....	11.39	8.16	.....		
327.6	D	SIDNEY	W	125	.....	3.46	.....	2.40	.....	.....	.....	7.52	.....	11.48	8.35	.....		
332.2	D	PHILO		61	.....	3.51	.....	2.48	.....	.....	.....	7.59	.....	11.55	8.45	.....		
338.0	DN	TOLONO		61	.....	4.03	.....	2.58	.....	.....	.....	8.07	.....	12.03	9.00	.....		
342.5	D	SADORUS		E 69	.....	4.09	.....	3.06	.....	.....	.....	8.15	.....	12.09	9.15	.....		
348.6	D	IVESDALE		E 50	.....	4.15	.....	3.15	.....	.....	.....	8.24	.....	12.17	9.30	.....		
355.4	DN	BEMENT	WC	E 118 W 103	AM	3.26	4.23	PM 2.08	3.26	PM 7.23	PM 9.12	AM 12.35	AM 5.30	8.34	8.10	12.26	\$10.15	11.45
359.4		MILMINE																
363.7	D	CERRO GORDO		E 53	3.35	4.35	2.16	3.35	7.31	9.21	12.48	5.50	8.46	8.30	12.37	\$11.20	12.01	
367.8		OAKLEY																
370.6		SANGAMON			3.43	4.43	2.22	3.42	7.37	9.28	12.57	6.05	8.56	8.50	12.47	12.00	12.15	
374.0	DN	EAST DECATUR										1.40	6.25	9.20	9.25	1.10	12.20	12.30
375.6	DN	DECATUR	WC		.....	3.55	4.55	2.31	3.52	7.44	9.35	AM	AM	AM	PM	AM	PM	PM
						AM	AM	PM	PM	PM	PM							
						Daily	Daily	Daily	Daily	Daily	Daily Except Sun.	Daily	Daily	Daily	Daily	Daily	Tues. Thurs. Sat.	Tues. Thurs. Sat.
						0:29	1:36	0:23	1:50	0:21	0:23	1:05	0:55	2:00	1:15	2:00	4:50	0:45
						41.7	44.8	52.6	39.1	57.7	52.6	17.1	20.2	35.0	14.8	35.0	14.5	24.8

No. 1 stop on signal at Bement to discharge revenue passengers from Lafayette or scheduled stops east thereof and to receive revenue passengers for St. Louis.  
 No. 13 stop on signal at all stations to receive or discharge revenue passengers.  
 No. 71 carry passengers.

Following trains meet on double track between Tolono and Decatur:  
 No. 11 and No. 10.  
 No. 21 and No. 24.  
 No. 13 and No. 2.  
 No. 89 and No. 70.  
 No. 99 and No. 2.  
 No. 99 and No. 96.  
 No. 71 and No. 4.  
 No. 75 and No. 4.

CHAMPAIGN BRANCH—9th District

Westward	Distance from Sidney	Time-Table No. 31 In effect Sept. 29, 1946		Station number	Eastward
THIRD CLASS					THIRD CLASS
31					32
Daily Except Sun.					Daily Except Sun.
AM			PM		
9.30	.....	D	SIDNEY	W 121	12.30
f 9.45	3.4		DEERS	591	12.10
f 9.57	6.3		MIRA	592	11.55
8 10.12	9.5	D	URBANA	552	11.40
10.15	11.5	A B S	I. C. JUNCTION	.....	11.32
10.30	11.7	D	CHAMPAIGN	553	11.30
AM				AM	
1:00				1:00	
11.7				11.7	

**SPECIAL INSTRUCTIONS**  
 Between Main Street, Urbana and State Street, Champaign all train and yard movements will be governed by color light automatic signals, in connection with advance indicator signals in accordance with current Champaign Terminal joint time-table.  
 Conductors will register at Champaign and Sidney.  
 Gross weight permissible between Sidney and Champaign is 200,000 lbs. per car.  
 Yard limits at Urbana-Champaign are designated by "Yard Limit" boards.  
**RAILROAD CROSSINGS AND JUNCTIONS**  
 Urbana—Junction of I. T. C. 0.3 mile east, westward trains stop. Spring switch, normal position I.T.C.  
 Urbana—P. & E. No Target. Stop.  
 Champaign—I. C. 0.3 mile east. No derails. Governed by interlocking.

DECATUR TO TILTON—9th District

Distance from St. Louis	Time-Table No. 31 In effect Sept. 29, 1946		Station number	Eastward Trains										THIRD CLASS			
				FIRST CLASS					SECOND CLASS								
				12	18	4	10	24	2	182	82	98	90	96	74	70	
				Chicago Express	The Midnight	Detroit Special	Banner Blue	Blue Bird	Detroit Limited	Red Ball Freight	Red Ball Freight	Red Ball Freight	Red Ball Freight	Red Ball Freight	Local Freight	Local Freight	
	Daily Except Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Mon. Wed. Fri.	Mon. Wed. Fri.					
184.9	DN	TILTON	WC	113													
		3.9															
181.0	D	CATLIN		115													\$11.40
		5.5															
175.5		RYAN															
		1.4															
174.1	D	FAIRMOUNT		117													\$11.00
		6.8															
167.3	D	HOMER		119													\$10.30
		6.1															
161.2	D	SIDNEY	W	121													\$10.10
		4.6															
156.6	D	PHILO		123													\$ 9.45
		5.8															
150.8	DN	TOLONO		125													\$ 9.20
		4.5															
146.3	D	SADORUS		127													\$ 8.40
		6.1															
140.2	D	IVESDALE		129													\$ 8.20
		6.3															
133.4	DN	BEMENT	WC	131	AM	AM	PM	PM	AM		PM		AM				\$ 8.10
		4.0			2.05	3.25	2.46	7.26	7.15	7.25	1.49	6.50	8.55	7.50			
129.4		MILMINE		133													\$ 7.55
		4.3															
125.1	D	CERRO GORDO		135	1.54	3.16	12.11	2.36	7.17	9.35	7.02	7.13	1.37	6.37	8.43	7.30	\$ 7.48
		4.1															
121.0		OAKLEY		137													\$ 7.40
		2.8															
118.2		SANGAMON		139	1.46	3.08	12.04	2.30	7.11	9.27	6.52	7.02	1.26	6.27	8.32	7.17	\$ 7.30
		3.4															
114.8	DN	EAST DECATUR		140													7.20
		1.6															
113.2	DN	DECATUR	WC	141	1.40	3.00	11.57	2.24	7.05	9.20	AM	AM	PM	PM	PM	AM	AM
					AM	AM	AM	PM	PM	PM							
					Daily Except Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Mon. Wed. Fri.	Mon. Wed. Fri.	
					0:25	0:25	1:40	0:22	0:21	1:39	0:30	2:05	2:05	0:30	2:05	0:40	5:00
					48.4	48.4	43.0	55.0	57.7	43.4	37.2	33.6	33.6	37.2	33.6	27.9	14.0

No. 12 stop on signal at Cerro Gordo to receive revenue passengers for Chicago.  
 No. 4 stop on signal at Homer to discharge revenue passengers from St. Louis or to receive revenue passengers for Lafayette and scheduled stops east thereof.  
 No. 70 carry passengers.

Following trains meet on double track between Decatur and Tolono:  
 No. 4 and No. 71. No. 2 and No. 99.  
 No. 4 and No. 75. No. 2 and No. 13.  
 No. 10 and No. 11. No. 96 and No. 99.  
 No. 24 and No. 21. No. 70 and No. 89.

EMPLOYEES' HOSPITAL ASSOCIATION  
 LIST OF HOSPITALS AND SURGEONS  
 W. E. GOLLINGS, Superintendent, Decatur, Ill.

Decatur hospital.....	Dr. D. A. Pence	Homer .....	Dr. F. W. Castator
Chicago dispensary .....	{ Dr. E. L. Arensdorf	Jacksonville .....	Dr. F. A. Norris
	{ Dr. R. S. Westline	Keokuk .....	Dr. F. L. DeWees
Forrest dispensary.....	Dr. G. G. Seitman	Kinderhook .....	Dr. P. H. Dechow
St. Louis dispensary, .....	{ Dr. C. A. White, Dr. V. O. Fish	Litchfield .....	Dr. C. H. Sihler
634 North Grand Ave. ....	{ Dr. Rudolph Ruhling	Manhattan .....	Dr. L. B. Brannon
Springfield dispensary .....	Dr. H. W. Sears	Monticello .....	Dr. A. D. Furry
		Morrisonville .....	Dr. C. H. MacPherson
Barry .....	Dr. Patrick T. Dolan	Mt. Olive .....	Dr. G. A. Floreth
Bement .....	Dr. A. M. Bruner	Mt. Sterling .....	Dr. R. C. McGann
Bluffs .....	Dr. M. Alvarez	New Berlin .....	Dr. T. R. Maxwell
Catlin .....	Dr. Fritz Koenig	Orland Park .....	Dr. S. S. Leavitt
Cerro Gordo .....	Dr. Jas. G. Lamb	Philo .....	Dr. R. J. Brennan
Champaign .....	Dr. C. F. Newcomb	Pittsfield .....	Dr. M. Schulman
Clayton .....	Dr. Frank Dodd	Pontiac .....	Dr. H. L. Parkhill
Danville .....	Dr. Donald C. Good & Dr. A. E. Dale	Quincy.....	Dr. J. F. Merritt & Dr. W. H. Baker
East St. Louis .....	Dr. C. C. Kane	Raymond .....	Dr. J. B. Liston
Edwardsville .....	Dr. E. Wahl	Sauanemin .....	Dr. L. J. Oropallo
Gibson City .....	Dr. R. N. Lane	Staunton .....	Dr. Arthur C. Goff
Granite City .....	Dr. L. D. Darner	Stonington .....	Dr. F. L. Puckett
Griggsville .....	Dr. P. N. Chaisson	Streator .....	Dr. G. K. Wilson
Hammond .....	Dr. J. H. McNutt	Taylorville .....	Dr. G. L. Armstrong
Hannibal .....	Dr. J. C. Chilton	Tolono .....	Dr. Glen F. Fishel
		Venice .....	Dr. J. R. Chalfin

DECATUR TO ST. LOUIS—13th District

Distance from Detroit	Time-Table No. 31 In effect Sept. 29, 1946		Southward Trains											
			FIRST CLASS					SECOND CLASS				THIRD CLASS		
			17	3	11	1	21	91	93	99	89	77		
			The Midnight	St. Louis Limited	Banner Blue	St. Louis Special	Blue Bird	Red Ball Freight	Red Ball Freight	Red Ball Freight	Red Ball Freight	Local Freight		
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sun.	Daily	Mon. Wed. Fri.					
		AM	AM	PM	PM	PM	AM	AM	AM	AM				
375.6	DN	DECATUR	WC	.....	4.05	5.05	2.34	3.57	7.47	1.40	2.30	6.00	10.00	7.30
376.5	DN	MERCER ST.		.....	4.08	5.08	2.36	3.59	7.49	1.52	2.42	6.05	10.12	7.42
379.2		KNIGHTS		.....						1.57	2.47	6.10	10.17	7.47
383.9		BOODY	N 112	.....	4.17	5.19	2.44	4.08	7.56	2.04	2.54	6.16	10.24	8.05
389.8	D	BLUE MOUND		.....				4.15		2.11	3.01	6.26	10.31	8.25
395.3	D	STONINGTON		.....	4.29	5.31	2.54	4.21	8.06	2.18	3.08	6.36	10.38	8.45
399.2		WILLEYS		.....						2.23	3.13	6.42	10.43	9.00
404.0	DN	TAYLORVILLE	W	N 73 S 46	4.45	5.42	3.04	4.33	8.15	2.30	3.21	6.52	10.50	10.03
409.4		CLARKSDALE		.....						2.37	3.29	7.00	10.57	10.18
412.4		PALMER		.....	4.57					2.41	3.34	7.08	11.01	10.37
416.2	D	MORRISONVILLE		.....	5.02	5.56	3.16	4.47	8.26	2.46	3.40	7.18	11.06	10.52
422.2	D	HARVEL		N 62	5.10			4.54		2.54	3.50	7.30	11.14	11.14
425.5	D	RAYMOND		N 64	5.14	6.06	3.24	4.58	8.34	2.58	3.55	7.40	11.18	11.45
430.8		HONEY BEND		.....	5.20	6.13				3.05	4.03	7.50	11.26	12.00
436.5	2S	LITCHFIELD	W	N 86 S 98	5.31	6.27	3.35	5.12	8.44	3.14	4.12	8.10	11.35	12.50
444.6		MT. OLIVE		.....	5.41	6.38	3.44	5.22		3.25	4.26	8.30	11.46	1.10
446.1	2S	KARNES	WC	.....						3.27	4.29	8.34	11.49	1.30
450.3		STAUNTON		S 121	5.50	6.45	3.50	5.29	8.57	3.32	4.36	8.42	11.55	PM
452.1	DN	DECAMP		.....	5.52					3.35	4.39	8.45	11.58	.....
456.2		WORDEN		.....						3.41	4.46	8.52	12.04	.....
460.5		CARPENTER		.....	6.05	6.56	3.59	5.41	9.06	3.48	4.53	9.01	12.10	.....
467.1	DN	EDWARDSVILLE	W	N 52	6.15	7.05	4.06	5.51	9.12	4.00	5.05	10.35	12.20	.....
471.1		POAG		.....						4.07	5.12	10.42	12.26	.....
475.0		MITCHELL		.....	6.26	7.14	4.14	6.01	9.19	4.14	5.20	10.50	12.40	.....
477.5		NAMEOKI		.....						4.20	5.25	10.58	12.46	.....
480.5	DN	GRANITE CITY		.....	6.33	7.23	4.20	6.08	9.26	4.30	5.50	11.05	1.15	.....
488.8	DN	BROOKLYN	WC	.....						5.05	6.30	11.20	1.30	.....
485.0		BRIDGE JCT.		.....						AM	AM	AM	PM	.....
485.6		EAST ST. LOUIS		.....										.....
488.8		ST. LOUIS	WC	.....	7.25	8.15	5.05	7.00	10.10					.....
					AM	AM	PM	PM	PM					
					Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sun.	Daily	Mon. Wed. Fri.
					3:20	3:10	2:31	3:03	2:23	3:25	4:00	5:20	3:30	6:00
					36.6	38.5	48.4	40.0	51.1	31.6	27.0	20.2	30.9	11.7

.....Scheduled time.....  
.....Average miles an hour.....

Time due Delmar	17	3	11	1	21
	AM	AM	PM	PM	PM
	7.01	7.51	4.47	6.34	9.52

No. 17 stop on signal at Mt. Olive and Staunton to discharge revenue passengers from Chicago and at Granite City to discharge revenue passengers from Chicago or Taylorville.  
 No. 3 stop on signal at Taylorville, Mt. Olive, Staunton, Edwardsville and Granite City to discharge revenue passengers from Ft. Wayne or scheduled stops east thereof and reduce speed to 30 miles an hour at Taylorville and Morrisonville to discharge U. S. mail.  
 No. 11 stop on signal at Taylorville and Litchfield to discharge revenue passengers from Chicago or to receive revenue

passengers for St. Louis and at Edwardsville to discharge revenue passengers from Chicago.  
 No. 21 stop on signal at Taylorville, Litchfield, and Granite City to discharge revenue passengers from Englewood and Chicago, and stop at Litchfield to receive revenue passengers for St. Louis.  
 No. 1 stop on signal at Edwardsville and Granite City to discharge revenue passengers.  
 No. 99 carry passengers.



ST. LOUIS TO DECATUR—13th District

Distance from St. Louis	Time-Table No. 31 In effect Sept. 29, 1946		Station number	Northward Trains									
				FIRST CLASS					SECOND CLASS				THIRD CLASS
				4	10	24	2	18	82	98	96	80	76
				Detroit Special	Banner Blue	Blue Bird	Detroit Limited	The Midnight	Red Ball Freight	Red Ball Freight	Red Ball Freight	Red Ball Freight	Local Freight
STATIONS			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Tues. Thurs. Sat.		
			AM	PM	PM	PM	AM	AM	PM	PM	AM	PM	
113.2	DN	DECATUR WC	141	11.52	2.21	7.02	9.05	2.50	6.00	12.35	7.30	5.20	2.00
112.3	DN	MERCER ST. 0.9	.....	11.49	2.18	6.59	9.02	2.47	5.16	12.19	7.19	4.55	1.48
109.6		KNIGHTS 2.7	266	.....	.....	.....	.....	.....	5.10	12.14	7.15	4.50	1.43
104.9		BOODY 4.7	267	11.41	2.10	6.51	8.54	2.38	5.01	12.06	7.09	4.40	1.30
99.0	D	BLUE MOUND 5.9	269	.....	.....	.....	.....	.....	4.51	11.57	7.02	4.27	1.15
93.5	D	STONINGTON 5.5	271	11.29	2.00	.....	8.42	2.25	4.41	11.49	6.55	4.15	12.50
89.6		WILLEYS 3.9	273	.....	.....	.....	.....	.....	4.35	11.44	6.50	4.05	12.25
84.8	DN	TAYLORVILLE W 4.8	275	11.19	1.51	6.33	8.30	2.14	4.26	11.37	6.44	3.53	12.15
79.4		CLARKSDALE 5.4	277	11.12	.....	.....	8.21	2.04	4.15	11.30	6.37	3.21	10.50
76.4		PALMER 3.0	279	.....	.....	.....	.....	.....	4.09	11.26	6.33	3.12	10.30
72.6	D	MORRISONVILLE 3.8	281	11.05	.....	.....	8.15	1.56	4.03	11.21	6.28	3.02	10.20
66.6	D	HARVEL 6.0	283	10.59	1.33	6.18	8.09	1.48	3.54	11.13	6.18	2.43	10.00
63.3	D	RAYMOND 3.3	285	.....	.....	.....	.....	.....	3.49	11.08	5.58	2.34	9.45
58.0		HONEY BEND 5.3	287	10.51	.....	.....	8.01	1.38	3.41	11.01	5.51	2.20	9.30
52.3	2S	LITCHFIELD W 5.7	289	10.44	1.19	6.04	7.53	1.30	3.31	10.53	5.42	2.10	9.00
44.2		MT. OLIVE 8.1	291	10.32	1.10	.....	7.39	1.16	3.20	10.43	5.32	1.55	8.10
42.7	2S	KARNES WC 1.5	292	.....	.....	.....	.....	1.14	3.16	10.41	5.30	1.45	8.00
38.5		STAUNTON 4.2	293	10.27	1.05	5.49	7.33	1.08	3.09	10.34	5.24	1.15	AM
36.7	DN	DECAMP 1.8	.....	.....	.....	.....	.....	.....	3.05	10.31	5.21	1.10	.....
32.6		WORDEN 4.1	295	.....	.....	.....	.....	1.00	2.58	10.25	5.16	1.00	.....
28.3		CARPENTER 4.3	297	10.17	.....	.....	7.23	12.55	2.50	10.17	5.10	12.35	.....
21.7	DN	EDWARDSVILLE W 5.6	299	10.10	12.50	5.35	7.14	12.47	2.39	9.58	5.01	12.20	.....
17.7		POAG 4.0	301	.....	.....	.....	.....	.....	2.32	9.53	4.56	12.05	.....
13.8		MITCHELL 3.9	303	10.01	12.42	5.28	7.03	12.36	2.26	9.48	4.51	11.55	.....
11.3		NAMEOKI 2.5	305	.....	.....	.....	.....	.....	2.21	9.44	4.47	11.49	.....
8.3	DN	GRANITE CITY 3.0	307	9.54	12.37	5.22	6.56	12.29	2.15	9.40	4.42	11.42	.....
5.0	DN	BROOKLYN WC 3.3	310	.....	.....	.....	.....	.....	2.00	9.30	4.30	11.30	.....
3.8		BRIDGE JCT. 1.2	.....	.....	.....	.....	.....	.....	AM	AM	PM	PM	.....
3.2		EAST ST. LOUIS 0.6	311	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....		ST. LOUIS WC 3.2	601	9.15	12.00	4.45	6.15	11.45	.....	.....	.....	.....	.....
				AM	NOON	PM	PM	PM					
..... Scheduled time .....				2:37	2:21	2:17	2:50	3:05	4:00	3:05	3:00	5:50	Tues. Thurs. Sat. 6:00
..... Average miles an hour .....				46.6	51.9	53.4	43.0	39.5	27.0	35.0	36.0	18.5	11.7

Time due Delmar	4	10	24	2	18
	AM	PM	PM	PM	AM
	9.29	12.13	4.58	6.30	12.01

No. 4 stop on signal at Granite City to receive revenue passengers for Decatur or scheduled stops east thereof, and at Staunton to receive revenue passengers for Tolono or scheduled stops east thereof.

No. 10 stop on signal at Edwardsville, Litchfield and Taylorville to receive revenue passengers for Chicago, and at Litchfield and Taylorville to discharge revenue passengers from St. Louis.

No. 24 stop on signal at Granite City, Litchfield and Taylorville to receive revenue passengers for Chicago.

No. 2 stop on signal at Granite City to receive revenue passengers for Champaign or for Ft. Wayne or scheduled stops east thereof.

No. 18 stop on signal at Granite City and Edwardsville to receive revenue passengers for Chicago.

No. 76 carry passengers.

DECATUR—OUTER DEPOT—10th District

Westward Trains						Distance from Detroit	Time-Table No. 31 In effect Sept. 29, 1946	STATIONS	Station number	Capacity sidings in 45 ft. cars exclusive of engine and caboose.	Eastward Trains					
THIRD CLASS			SECOND CLASS		FIRST CLASS						FIRST CLASS	SECOND CLASS			THIRD CLASS	
71	67	73	89	91	3						2	98	90	82	72	70
Local Freight	Freight	Local Freight	Red Ball Freight	Red Ball Freight	Western Express						Eastern Express	Red Ball Freight	Red Ball Freight	Red Ball Freight	Local Freight	Local Freight
Mon. Wed. Fri.	Daily	Mon. Wed. Fri.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Tues. Thurs. Sat.	Tues. Thurs. Sat.					
	PM	AM	AM	AM	AM		PM	PM	PM	AM	AM					
	3.30	6.30	10.01	2.45	5.15	375.6	DN	DECATUR	141		8.20	12.30	5.50	5.45	11.20	
	3.40	6.40	10.13	2.57	5.18	376.5	DN	MERCER STREET			8.13	12.05	5.25	4.50	11.05	
		6.58			5.28	382.8		HARRISTOWN	145	105	8.04				10.45	
		7.08			5.35	387.2	D	NIANTIC	147		7.54				10.31	
		7.20			5.44	391.1	D	ILLIOPOLIS	149	122	7.47				10.10	
		7.35			5.54	396.8		LANESVILLE	151		7.37				9.50	
		7.45			6.00	400.0		BUFFALO	153		7.32				9.40	
		7.55			6.07	402.9	D	DAWSON	155	120	7.26				9.26	
		8.05			6.15	407.3		RIVERTON	157		7.17				9.11	
	4.54	8.15	11.15	3.59	6.22	411.2	DN	STARNE	158	105	7.10	9.54	4.24	3.20	9.04	
								SPRINGFIELD	159							
	5.23	8.35	11.35	4.28	6.38	414.7	DN	SHOPS	159		7.02	9.40	4.10	3.00	8.50	
	5.27	8.39	11.39	4.32	6.41	416.2	DN	ILES		125	6.49	9.20	4.02	2.50	8.40	
		8.49				420.1		SANGER	163						8.22	
		8.59			6.53	423.0	D	CURRAN	165	125	6.39				8.15	
		9.13			7.01	427.3		BATES	167	93	6.31				8.05	
		9.30			7.07	430.6	D	NEW BERLIN	169	125	6.25				7.55	
						433.2		ISLAND GROVE	171		6.21					
		9.56			7.22	437.4	D	ALEXANDER	173	109	6.14				7.22	
		10.14			7.32	443.0		ARNOLD	176	125	6.06				7.01	
	6.32	11.05	12.39	5.47	7.48	447.9	DN	JACKSONVILLE	179	73	5.56	8.07	3.11	1.55	6.50	
	6.42	11.18	12.49	5.57	7.59	453.0		MARKHAM	181	99	5.42	7.59	3.03	1.47	6.40	
	6.52	11.33	12.59	6.07	8.09	457.9	DN	CHAPIN	183	72	5.34	7.35	2.53	1.37	6.30	
AM	7.03	11.43	1.07	6.18	8.15	462.1		NEELYS	187	73	5.24	7.25	2.39	1.23	6.18	AM
6.40	7.13	12.01	1.15	6.28	8.27	465.4	DN	BLUFFS	189	143	5.16	7.14	2.30	1.14	6.01	9.59
7.03	7.22	PM	1.23	6.37	8.34	469.3		NAPLES	241	76	5.07	7.03	2.22	1.06	AM	9.45
7.15	7.37		1.33	6.52	8.44	473.8	2S	VALLEY CITY	243	76	4.57	6.52	2.08	12.52		9.35
7.30	7.57		1.56	7.12	9.10	478.7	D	GRIGGSVILLE	245	77	4.48	6.40	1.56	12.40		9.10
7.40	8.07		2.03	7.22	9.17	482.1		MAYSVILLE	247		4.38	6.33	1.49	12.33		8.45
7.50	8.16		2.09	7.31	9.24	484.7		NEW SALEM	251		4.33	6.28	1.43	12.27		8.36
8.15	8.29		2.21	7.44	9.34	488.6	DN	BAYLIS	253	W101 E 92	4.27	6.20	1.36	12.19		8.26
8.38	8.55		2.36	8.10	9.48	496.4	D	BARRY	257	99	4.08	5.59	1.21	12.03		8.10
8.48	9.03		2.46	8.18	9.56	499.9		MAGNER	258	56	3.57	5.47	1.12	11.54		7.51
9.01	9.10		2.52	8.25	10.02	502.9	D	KINDERHOOK	259	63	3.52	5.40	1.07	11.49		7.45
9.18	9.17		2.57	8.32	10.09	505.7	D	HULLS	261	89	3.46	5.34	1.02	11.44		7.37
9.35	9.38		3.14	8.53	10.23	514.1		EAST HANNIBAL	263	92	3.32	5.15	12.49	11.30		7.19
9.37	9.40		3.16	8.55	10.25	514.4	DN	BRIDGE			3.30	5.11	12.45	11.26		7.16
9.45	9.50		3.22	9.05	10.35	515.7		HANNIBAL	265		3.27	5.05	12.38	11.20		7.11
9.59	11.00		4.10	9.50		517.8	DN	OUTER DEPOT	265			4.55	12.30	11.10		7.01
AM	PM		PM	AM	AM						PM	AM	PM	PM		AM
3:19	7:30	5:31	6:09	7:05	5:20			Scheduled time			4:53	7:35	5:20	6:35	5:19	2:58
15.7	18.9	16.2	23.1	20.0	26.2			Average miles an hour			28.6	18.7	26.6	21.6	16.8	17.6

Nos. 70, 71, 72 and 73 carry passengers.

Following trains meet on double track between Decatur and Mercer St.: No. 3 and No. 82.

Westward	Distance from Detroit	Time-Table No. 31	Station number	Capacity sidings in 45 ft. cars exclusive of engine and caboose.	Eastward
THIRD CLASS					THIRD CLASS
3					12
Local Freight		In effect Sept. 29, 1946			Local Freight
Daily		STATIONS			Daily
AM					PM
8.15	465.4	DN BLUFFS	189	143	6.50
8.35	471.4	D MEREDOSIA	191	16	6.20
8.47	475.4	PERRY SPRINGS	193	.....	6.04
8.59	479.0	VERSAILLES	195	14	5.49
9.08	482.1	GILBIRDS	197	.....	5.39
9.19	485.4	HERSMAN	199	.....	5.29
9.47	488.0	D MT. STERLING	201	.....	5.20
10.03	494.0	TIMEWELL	203	.....	5.03
10.19	498.9	D CLAYTON	205	15	4.50
10.30	502.7	BLACKS	221	6	4.39
10.42	505.6	DN GOLDEN	223	.....	4.29
10.51	508.5	CHATTON	225	26	4.20
11.10	514.3	D BOWEN	227	.....	4.06
11.23	519.0	D DENVER	229	.....	3.53
11.33	522.9	BENTLEY	231	.....	3.40
11.57	528.0	D CARTHAGE	233	10	3.25
12.22	533.4	D ELVASTON	235	.....	3.05
12.32	539.9	D HAMILTON	237	.....	2.40
1.30	541.2	DN KEOKUK	239	.....	2.30
PM					PM
Daily					Daily
5:15	.....	Scheduled time.....			4:20
14.4	.....	Average miles an hour.....			17.4

Nos. 3 and 12 carry passengers

### SPECIAL INSTRUCTIONS

The rules and regulations of the Transportation Department, (issued in book form) dated January 1, 1941, will govern the rights of trains on this time-table, except as amended or superseded by the following. Every employe whose duties are in any way prescribed by the rules must always have a copy of them at hand.

The officers of this company direct that the time-table, book of rules, general orders and bulletin orders must be rigidly observed and the claim of customary practice at variance therewith will not be accepted as an excuse for violation.

Eastward or northward trains are superior to westward or southward trains of the same class in accordance with Rule S-72.

Trainmasters must require acknowledgement from every conductor and engineman of the receipt of a new time-table, before they are permitted to start out on their run with any train or engine after it has taken effect.

Note carefully that important changes have been made.

A train must not leave its initial station on any district, or other stations prescribed by special instructions without receiving clearance of proper form. If train dispatcher cannot be reached the operator may issue clearance when no orders. Following are initial stations under this rule: Chicago, 47th Street, Ashburn, Forrest, Streator, Tilton, Champaign, East Decatur, Decatur, Karnes, Brooklyn, St. Louis, Bluffs, Keokuk, Hannibal, and Outer Depot.

#### SPEED OF TRAINS

All trains must run at reduced speed whenever regulations or safety require.

All trains must reduce speed around sharp curves. Following is maximum speed of trains.

#### PASSENGER TRAINS

##### 6TH, 7TH, 9TH AND 13TH DISTRICTS

80 miles an hour, or 1 mile in 45 seconds 110-112 pound rail, tangent track.

70 miles an hour, or 1 mile in 51 seconds 90 pound rail, tangent track.

60 miles an hour, or 1 mile in 1 minute with class M-1 and O-1 engines.

50 miles an hour or 1 mile in 1 minute 12 seconds with engines equipped with single engine truck, except class L-1 engines.

45 miles an hour, or 1 mile in 1 minute 20 seconds with class L-1 engines 2503, 2507 and 2515.

35 miles an hour, or 1 mile in 1 minute 42 seconds with class L-1 engines 2501, 2519, 2520 and 2524.

Passenger trains handling freight cars will be governed same as red ball freight trains.

#### 10TH DISTRICT

50 miles an hour, or 1 mile in 1 minute 12 seconds.

35 miles an hour, or 1 mile in 1 minute 42 seconds between the west switch Markham and east switch Camery and 40 miles an hour, or 1 mile in 1 minute 30 seconds between east switch Camery and Outer Depot with class M-1, or engines equipped with single engine truck.

Passenger trains handling freight cars will be governed same as red ball freight trains.

#### RED BALL FREIGHT, LOCAL AND MIXED TRAINS

##### 6TH, 7TH, 9TH AND 13TH DISTRICTS

50 miles an hour, or 1 mile in 1 minute 12 seconds with class K, M-1 or O-1 engines.

45 miles an hour, or 1 mile in 1 minute 20 seconds with class L-1 engines 2503, 2507 and 2515.

35 miles an hour, or 1 mile in 1 minute 42 seconds with class L-1 engines 2501, 2519, 2520 and 2524.

#### 10TH DISTRICT

50 miles an hour, or 1 mile in 1 minute 12 seconds between Decatur and west switch Markham.

35 miles an hour, or 1 mile in 1 minute 42 seconds between west switch Markham and east switch Camery.

40 miles an hour, or 1 mile in 1 minute 30 seconds between east switch Camery and Outer Depot.

#### DEAD FREIGHT TRAINS OR LIGHT ENGINES ALL DISTRICTS

50 miles an hour, or 1 mile in 1 minute 12 seconds, except when handling restricted cars.

45 miles an hour, or 1 mile in 1 minute 20 seconds with class L-1 engines 2503, 2507 and 2515.

35 miles an hour, or 1 mile in 1 minute 42 seconds with class L-1 engines 2501, 2519, 2520 and 2524.

Engines, without cars, or power operated equipment, must not exceed 20 miles an hour when moving in automatic block system, manual block-remote control, through interlockings, or approaching highway crossings protected by automatic warning signals.

Engines running backward must not exceed 25 miles an hour. Where conditions are such to require further restrictions special instructions will govern.

Yard engines must not exceed 20 miles an hour.

Where district maximum speeds are less they will govern.

#### BRANCH TRAINS

On the Champaign and Keokuk Branches passenger trains must not exceed 35 miles an hour; mixed and other freight trains, 25 miles an hour.

On the Streator Branch, all trains must not exceed 25 miles an hour between Fairbury and Streator.

On the Sullivan Branch, mixed and other freight trains must not exceed 25 miles an hour Bement to one-half mile south of Lovington, and 20 miles an hour between one-half mile south of Lovington and Sullivan. B-6 and B-7 engines must not exceed 15 miles an hour.

On the Pittsfield Branch, all trains must not exceed 20 miles an hour.

On the Champaign Branch, engines running backward, with or without cars, must not exceed 25 miles an hour.

On the Sullivan, Streator, Keokuk and Pittsfield Branches, engines running backward, with or without cars, must not exceed 15 miles an hour.

**ENGINES HANDLED IN TRAINS**

Dead engines must be separated from each other and from other engines by at least 5 cars. The speed of trains hauling dead engines must not exceed 20 miles an hour.

Disabled engines or engines with one or more rods taken down must not be hauled in fast freight trains when possible to avoid it.

With side rods or main rods down, a speed of 15 miles an hour must not be exceeded.

With side rods and main rods in place, the maximum speed may be increased to 25 miles an hour, unless otherwise restricted.

Wabash steam yard engines hauled in trains must be moved backward.

**SPEED OF DISCONNECTED ENGINES**

Engines, under steam, disconnected on one side, with only main rod taken down, must not exceed 35 miles an hour.

**WORK EQUIPMENT HANDLED IN TRAINS**

Speed of trains handling following work equipment must not exceed 25 miles an hour:

American ditcher.	Jordan spreader ditcher.
Pile driver.	Scale test car.
Rail unloader.	Cranes, wrecking or traveling.
Steam shovel and other similar equipment.	

Work equipment will be placed in trains next ahead of caboose.

Note: These instructions will not apply to wrecking derricks when they are handled in wreck train service.

**6TH DISTRICT**

Clocks indicating standard time are located in the C. & W. I. train dispatchers' office at Chicago, and in the telegraph offices at 47th Street and Forrest.

Trains will be governed by the rules and time-table of the C. & W. I. R. R. between Chicago and W. I. Jct.

The line between W. I. Jct. and Orland Park will be operated as double track in accordance with the rules.

All trains must not exceed 30 miles an hour on curve Western Ave. and between home signals Belt crossing Loomis Street; 20 miles an hour between home signals Forest Hill interlocking and on curve between Union Ave., and 74th St.

All train and enginemen will be under the supervision of the Superintendent Chicago Terminal Division between Chicago and Brisbane.

Conductors will register at Chicago, Ashburn, Orland Park and Forrest.

At Ashburn, all through trains will register by throwing off O. S. slip to operator.

At Orland Park, all trains will register by throwing off O. S. slip to operator. All southward trains affected will examine register, unless given clearance on the register by train dispatcher.

At Forrest all through trains will register by throwing off O. S. slip to operator. All trains affected will examine register, unless given clearance on the register by train dispatcher.

Passenger trains must not exceed 55 miles an hour through the No. 20 turnout at end of double track Orland Park, and all trains must not exceed 15 miles an hour through all other main track turnouts, or 10 miles an hour through all other turnouts.

Yard limits at W. I. Jct.-Ashburn are designated by "Yard Limit" boards.

**7TH DISTRICT**

Clock indicating standard time is located in the telegraph office at Forrest.

The line between Lodge and Bement will be operated as double track in accordance with the rules.

All trains must not exceed 15 miles an hour between point of curve 450 feet south of I.T.S. overhead bridge and junction of 7th and 9th districts at Bement.

Conductors will register at Forrest, Lodge and Bement.

At Forrest all through trains will register by throwing off O. S. slip to operator. All trains affected will examine register, unless given clearance on the register by train dispatcher.

At Lodge, all trains will register by throwing off O. S. slip to operator. All northward trains affected will examine register, unless given clearance on the register by train dispatcher.

At Bement, all trains will register by throwing off O. S. slip to operator. All trains affected will examine register, unless given clearance on the register by train dispatcher.

Passenger trains must not exceed 55 miles an hour through the No. 20 turnout at the end of double track Lodge, and all trains must not exceed 15 miles an hour through all other main track turnouts or 10 miles an hour through all other turnouts.

**STREATOR BRANCH — 7TH DISTRICT**

Conductors will register at Fairbury and Streator.

Trains will be governed by the rules and time-table of the

T. P. & W. R. R. between Forrest and Fairbury.

All trains must not exceed 10 miles an hour through all turn-outs. Double-heading is not permitted over Bridge 1705 Pontiac.

Car dimensions and gross weights permissible between Fairbury and Streator.

Overall lengths	Gross Weights	
Less than 35 feet.....	155,000 lbs.....	No restrictions
35 to 40 feet.....	175,000 lbs.....	No restrictions
More than 40 feet.....	185,000 lbs.....	No restrictions
Any length .....	190,000 lbs.	Placed between 2 empties

Yard Limit Dimmick-Streator (No board at Streator) is designated by "Yard Limit" board.

**SULLIVAN BRANCH—8TH DISTRICT**

Conductors will register at Bement.

All trains will receive clearance (Form 441) at Bement and Sullivan.

All trains must not exceed 10 miles an hour through all turn-outs.

Car dimensions and gross weights permissible between Bement and Sullivan.

Overall lengths	Gross weights	
Less than 35 feet.....	155,000 lbs.....	No restrictions
35 to 40 feet.....	175,000 lbs.....	No restrictions
More than 40 feet.....	185,000 lbs.....	No restrictions
Any length .....	190,000 lbs.	Placed between 2 empties

**9TH DISTRICT**

Clocks indicating standard time are located in telegraph offices at Tilton, East Decatur, passenger station Decatur, and in enginemen's register room, Decatur roundhouse.

The line between Tolono and Decatur will be operated as double track in accordance with the rules.

Operation of trains over the Old Westward Track between end of double track Tilton yard office, and east end of siding Ryan, will be permitted only as authorized by train orders. Trains using this track will move with caution, displaying markers in accordance with Rule 19, Fig. 8, of the Rules and Regulations of the Transportation Department effective January 1, 1941.

All trains must not exceed 25 miles an hour through the No. 20 turnout at west end of the siding at Ryan and end of double track Tolono, or 15 miles an hour through all other main track turnouts, or 10 miles an hour through all other turnouts.

All trains must not exceed 15 miles an hour on curve between junction of 7th and 9th districts and north end of curve 450 feet south of I. T. C. overhead bridge, Bement.

Conductors will register at Tilton, Tolono, Bement, East Decatur and Decatur.

At Tilton and Bement all through trains will register by throwing off O. S. slip to operator. All trains affected will examine register, unless given clearance on the register by train dispatcher.

At Tolono, all trains will register by throwing off O. S. slip to operator. All eastward trains affected will examine register, unless given clearance on the register by train dispatcher.

At East Decatur, all first class trains will register by throwing off O. S. slip to operator.

At Decatur, all first class trains will register at passenger station.

Yard limits at Tilton and Decatur are designated by "Yard Limit" boards.

**10TH DISTRICT**

Clocks indicating standard time are located in the telegraph offices at the passenger station Decatur, East Decatur, Shops, Bluffs, Baylis, Outer Depot and the enginemen's register rooms, Decatur roundhouse and Hannibal roundhouse.

Conductors will register at East Decatur, Decatur, Starne, Iles, Jacksonville, Hannibal, Outer Depot and Quincy.

At Decatur, all first class trains will register at passenger station, and freight trains at East Decatur. Westward freight trains will examine register at passenger station, unless given clearance on the register by train dispatcher.

At Hannibal, all first class trains will register at Hannibal Union Depot and freight trains at Outer Depot. Eastward freight trains will examine register at Hannibal Union Depot, unless given clearance on the register by train dispatcher.

At Starne, Iles and Jacksonville, all trains will register by throwing off O. S. slip to operator. All westward trains affected will examine register at Starne and Jacksonville and all eastward trains affected will examine register at Iles unless given clearance on the register by train dispatcher.

The line between Decatur and Mercer St. will be operated as double track in accordance with the rules.

Trains operating through Mercer St. interlocking must not exceed 20 miles an hour until after the engine or leading car has passed the junction.

Inferior trains may run ahead of superior trains between cross-over east of Illinois Central crossing and Mercer St., Decatur, without orders, but must keep advised of their movement and allow them to pass without delay. All trains will move between these points prepared to stop, unless the main track is seen or known to be clear.

All trains must not exceed 10 miles an hour while any portion of train is on Bridge 508 Illinois River at Valley City.

At Baylis the siding on the south side of the main track west of the station will be used as a westward siding and the siding on the north side of main track east of the station will be used as a eastward siding.

All trains must not exceed 25 miles an hour through the No. 20 turnouts at the east end of the westward siding and at the west end of the eastward siding at Baylis, or 15 miles an hour through all other main track turnouts, or 10 miles an hour through all other turnouts.

Double-heading is not permitted over Bridge 651, Mississippi River, Hannibal, with a K-1, K-2, K-3, K-4 or M-1 engine. Double-heading is permitted over this bridge with engines lighter than K-1 when one engine is class F-4 or F-7.

All trains must not exceed 8 miles an hour while any portion of train is on Bridge 651, Mississippi River, Hannibal, or while passing through tunnel.

All trains must not exceed 25 miles an hour between Outer Depot and Hannibal.

All trains must not exceed 6 miles an hour between Wabash Jct. and Quincy.

Trains will be governed by the rules and time-table of the C. B. & Q. R. R. between East Hannibal and Wabash Jct.

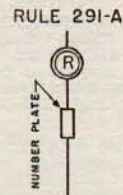
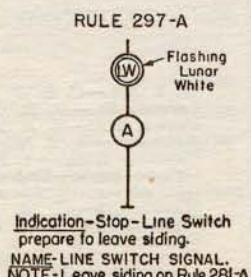
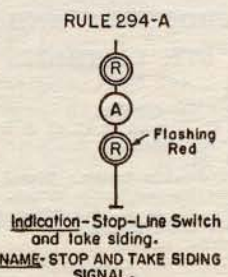
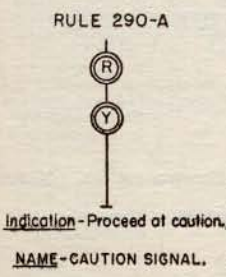
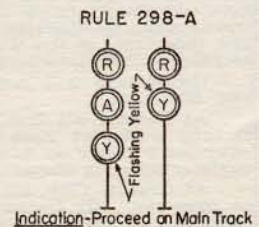
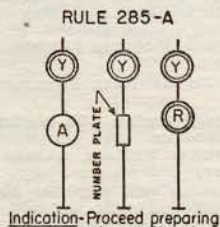
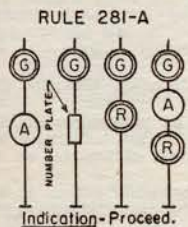
**Yard limits at Decatur, Springfield, Valley City, Baylis, East Hannibal-Hannibal-Outer Depot and Quincy are designated by "Yard Limit" boards.**

Car dimensions and gross weights permissible between Maysville and Pittsfield:

Overall lengths	Gross weights
Less than 35 feet.....	130,000 lbs.....
35 to 40 feet .....	145,000 lbs.....
More than 40 feet.....	155,000 lbs.....
Any length .....	155,000 lbs. Placed between 2 empties

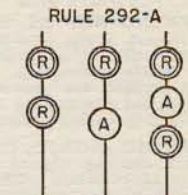
**Manual Block-Remote Control System Between Mercer Street and Starne, Iles and Jacksonville**

- All trains will be governed by timetable, train orders, rules and regulations of the Transportation Department, effective January 1, 1941, and special instructions, in the territory between East Decatur and Outer Depot, except as hereinafter provided.
- The movement of trains into the blocks by signal indication will be in accordance with Rules 281-A, 285-A, 290-A, 291-A, 292-A, 294-A, 297-A and 298-A.



Indication - Stop then proceed at caution.

NAME - STOP AND PROCEED SIGNAL.



Indication - Stop.

NAME - STOP SIGNAL. SEE RULES 8, 21, 22, 31 & 32.

- Signals governing movements of trains entering blocks are Absolute signals.
- Block signals govern the use of the blocks and trains will move as authorized by train orders and signal indications, which may supersede timetable superiority of trains, but will not dispense with the use or observance of other signals whenever and wherever they may be required.
- Unless otherwise provided, a fixed signal must be used at each train order office, which shall indicate "Stop" when trains are to be stopped for train orders. When there are no orders, the signals must indicate "Proceed" except at interlocking stations, where there is a train order signal operated by the same signalman, such signal must not be changed to display proceed indication for a train, until after the interlocking signal has been changed to permit the train to proceed.
- Trains will maintain their authorized identity and continue the display of classification and marker signals.
- A train, other than a passenger train, may be permitted to follow a train, other than a passenger train, into a block, if weather conditions are favorable, and curvature, grades and other track conditions warrant.
- When it is necessary to allow more than one train in a block, manual block-remote control system permissive form 1 will be issued by the train dispatcher, and following train must proceed only with caution, at not exceeding medium speed, prepared to stop short of train or obstruction.
- Train dispatcher issuing manual block-remote control system permissive form 1 to a following train, as prescribed by Rules 7 and 8, will authorize such movement only from one Absolute block signal to the next succeeding Absolute block signal. Train finding any succeeding Absolute block signal displaying "Stop" indication, may proceed only in accordance with Rules 21 and 22.
- All westward scheduled trains leaving the limits of the manual block-remote control system at Starne and Jacksonville will respect their schedule time at those stations. All eastward scheduled trains leaving the limits of the manual block-remote control system at Iles will respect their schedule time at that station.
- Sidings at Harristown, Illiopolis, Dawson, Starne, Iles, Curran, Bates, New Berlin, Alexander and Arnold will be used for the meeting or passing of trains. That section of main track between the Absolute signals at the ends of these sidings are Station Blocks.
- STATION BLOCK—A section of main track between the opposing Absolute signals at the ends of sidings.
- BETWEEN STATION BLOCK—A section of main track between the opposing Absolute signals at the ends of sidings between adjacent Station Blocks.
- ABSOLUTE BLOCK SIGNAL—A signal which when not displaying a proceed indication must not be passed without authority from the train dispatcher. A marker disc, letter "A", and absence of number plate indicates that it is an Absolute signal.
- INTERMEDIATE SIGNAL—Any fixed automatic block signal that is equipped with a number plate.
- MEDIUM SPEED—A speed not exceeding one-half authorized speed.
- ENTERING SIGNAL ON MAIN TRACK FOR BETWEEN STATION BLOCK—A train finding signal displaying "Stop" indication may proceed only in accordance with Rules 8, 21 and 22. If signal is displaying a less restrictive indication than "Stop", train may enter and proceed through the block.

18. ENTERING SIGNAL FROM SIDING FOR BETWEEN STATION BLOCK—A train finding signal displaying "Stop" indication may proceed only in accordance with Rules 8, 21 and 22. A flashing lunar white indication, Rule 297-A, will be displayed for trainman to set switch for movement from siding to main track and then upon signal displaying "Proceed" indication, Rule 281-A, train may enter and proceed through the block.
19. ENTERING SIGNAL ON MAIN TRACK FOR STATION BLOCK—A train finding signal displaying "Stop" indication may proceed only in accordance with Rules 8, 21 and 22. A flashing red indication will be displayed on bottom unit, Rule 294-A, for trainman to set switch and train must enter siding. A flashing yellow indication on bottom unit, Rule 298-A, will be displayed for train to proceed on main track approaching next signal at end of siding, prepared to stop.
20. Intermediate signals will be provided for trains approaching the Station Block. Indications displayed will be in accordance with Rules 281-A, 285-A and 291-A.
21. When a train is stopped by an Absolute signal governing entrance into a Station Block or a Between Station Block and the cause for "Stop" indication is not apparent, the conductor or engineman will communicate with the operator or train dispatcher. If conditions require, the train dispatcher will issue manual block-remote control permissive Form 1, when train may proceed with caution as authorized.
22. When a train is stopped by an Absolute signal and no cause for detaining the train is apparent, if means of communication have failed, the train may proceed, after a thorough understanding between the conductor and engineman, preceded by a flagman a sufficient distance to insure full protection, to the next point of communication, or to the next block signal displaying a more favorable indication than "Stop and proceed," expecting to find a train or obstruction in the block, switch not properly lined, a car inside the clearance point, or a broken rail. Prompt report must be made to train dispatcher and trainmaster.
23. If head end of train passes a signal at end of siding and then reverse movement is made so train is again in approach of signal, the train dispatcher must be notified at once.
24. Should it become necessary for a train or engine to reverse movement, such movement must be made under flag protection but train must not pass a signal at end of siding in reverse movement without permission from the operator or train dispatcher.
25. To hold main track to do work at stations requiring the train to enter a block, permission must be obtained from operator or train dispatcher and train must make first move on signal indication. When conditions require, the train dispatcher will issue manual block-remote control system work permit form 2, which will specify working limits and the time the main track will be used; and the block must be cleared at the time specified.
26. If additional time is required, conductor must, before time limit has expired, report to the operator or train dispatcher for instructions.
27. When work has been completed or train or engine is clear of main track and switch closed and locked, the work permit has expired and report must be made to the operator or train dispatcher, stating circumstances, location of the train or engine, and the governing signal.
28. Trains must not clear main track block at any tracks other than at the sidings specified in the timetable, and at permanent connection to the Oak Ordnance Plant, except in emergency. Trains clearing main track at any other tracks in emergency must, before again occupying main track obtain proper authority from the train dispatcher and then movement made only under flag protection.
29. Trains clearing main track at permanent connection to the Oak Ordnance Plant, before again occupying the main track, will secure permission from the operator or train dispatcher. Unlock and remove lock bar from electric lock; insert switch key in controller, turn and remove. After time interval of four (4) minutes, lock will release, allowing switch to be operated by hand.
30. Trains coming out of permanent connection to the Oak Ordnance Plant may proceed westward at caution only a sufficient distance to clear switch and reverse its movement eastward to Illiopolis. In no case must the westward movement continue beyond sixty (60) car lengths west of switch.
31. Main track movements over the Illinois Terminal crossover connection to the Oak Ordnance Plant are governed by signals. Should a signal for an open route indicate "Stop", movements over the crossover connection must be preceded by a flagman. Before proceeding the engineman and trainman must know the route is properly lined and, in addition, westward trains must proceed in accordance with Rules 8, 21 and 22.
32. Eastward trains finding eastward home signal at Jacksonville or Starne interlocking indicating "Stop" and westward trains finding westward home signal at Iles interlocking indicating "Stop", movement must be made in accordance with interlocking rule 663 of the Rules and Regulations of the Transportation Department, effective January 1, 1941 and in addition if movement is to be made on main track, train must proceed only in accordance with Rules 8, 21 and 22.
33. A train entering a block to do work will be governed by signal indication except when block to be entered has been left occupied by a portion of the train doing the work.
34. A train or engine having accepted a proceed indication of an Intermediate signal or of an entering signal for Station Block and is delayed must approach the Absolute signal at end of siding expecting to find that signal displaying its most restrictive indication.
35. Telephones are located at Absolute signals.

**KEOKUK BRANCH—11TH DISTRICT**

All trains will receive clearance (Form 441) at Golden. Clocks indicating standard time are located in the telegraph offices at Bluffs and Union Depot Keokuk.

Conductors will register at Bluffs, Elvaston and Keokuk. All trains must not exceed 10 miles an hour through all turnouts.

Trains over Bridge 280 over Illinois River at Meredosia will be governed by signals located at east and west end of bridge. Normal position of signals will be at stop. Trains will come to a stop clear of signals and proceed when signals are at clear indication and must not exceed 6 miles an hour while any portion of train is on the bridge. Before placing signals at clear indication for train movement bridge watchman must know that draw is properly closed.

Double-heading is not permitted over Bridge 280, Illinois River at Meredosia.

Train and engine employees are prohibited from handling cars north of the south line of Main St. elevator and river track, Meredosia. Also engine movement is prohibited north of the south line of Main St. by the train and engine crews.

In event it is necessary to move cars that may be north of the south line of Main St. (indicated by clearance sign) train and engine crews must hold on to sufficient cars to prevent engine moving north of the south line of Main St. and train crew must be located on the ground in making the move.

Car dimensions and gross weights permissible between Bluffs and Elvaston:

Overall lengths	Gross weights	
Less than 35 feet.....	130,000 lbs. ....	No restrictions
35 to 40 feet.....	140,000 lbs. ....	No restrictions
Over 40 feet.....	155,000 lbs. ....	No restrictions
Under 40 feet.....	155,000 lbs. ....	Must be between empties
Over 40 feet.....	160,000 lbs. ....	Must be between empties and 5 cars back of engine

Trains will be governed by the rules and time-table of the T. P. & W. R. R. between Elvaston and Hamilton, of the K. & H. Bridge Co. between Hamilton and Keokuk, and the C. R. I. & P. R. R. and C. B. & Q. R. R. at Keokuk.

**13TH DISTRICT.**

Clocks indicating standard time are located in telegraph offices at Union Station St. Louis, Brooklyn, Karnes, passenger station Decatur, East Decatur, and enginemen's register room Decatur round house.

The line between Decatur and Granite City will be operated as double track, in accordance with the rules.

Inferior trains may run ahead of superior trains between crossover east of Illinois Central crossing and Mercer St., Decatur, without orders, but will keep advised of their movement and allow them to pass without delay. All trains must move between these points prepared to stop, unless the main track is seen or known to be clear.

Trains operating through Mercer St. interlocking, must not exceed 20 miles an hour until after the engine or leading car has passed the junction.

All trains must not exceed 15 miles an hour through main track turnouts, or 10 miles an hour through all other turnouts.

The line between upper and lower depots, Edwardsville is used in switch service. Movements made over it must be under protection.

All train and enginemen will be under the supervision of the Superintendent St. Louis Terminal Division between St. Louis and Mitchell.

Trains operating via Eads Bridge will be governed by the rules and time tables of the Terminal Railroad Association between Bridge Jet and Union Station, St. Louis. Trains operating via the Merchants Bridge route will be governed by the rules and time-table of the Terminal Railroad Association between Granite City interlocking and Union Station, St. Louis. Trains operating via West Belt route will be governed by the rules and time-table of the Terminal Railroad Association between Granite City interlocking and Page Ave. Jct. and between Grand Ave., interlocking and Union Station, St. Louis, and by the rules and time-table of the Wabash-Moberly Division between Page Ave. Jct. and Grand Ave. interlocking.

Conductors will register at East Decatur, Decatur, Granite City and Brooklyn.

At Decatur all first class trains will register at passenger station, freight trains at East Decatur. All southward trains affected will examine register at passenger station, unless given clearance on the register by train dispatcher.

At Granite City, all trains will register by throwing off O. S. slip to operator. All trains affected will examine register, unless given clearance on the register by train dispatcher.

**Yard limits at Decatur, Karnes, Mitchell-Granite City and Brooklyn are designated by "Yard Limit" boards.**

**RAILROAD CROSSINGS AND JUNCTIONS.**

**6TH DISTRICT.**

W. I. Jct.—C. & W. I.	} Governed by interlocking
Loomis St.—B. R. C. No derrails.	
Forest Hill—B. & O. C. T. and P. C. C. & St. L.	
Ashburn—G. T. W. No derrails.	
Chicago Ridge—I. H. B.	} Governed by interlocking
Orland Park—End of double track. Hand thrown switch. Normal position of switch for northward main track.	
Manhattan—C. M. St. P. & P. 0.4 mile south.	
Reddick—N. Y. C. 0.5 mile north.	
Saunemin—I. C. 1 mile north.	} Governed by interlocking
Forrest—T. P. & W. No target. Stop.	

**7TH DISTRICT.**

Forrest—T. P. & W. No Target. Stop.  
 Strawn—I. C. 1.1 mi. north.—No derails.  
 Gibson City—I. C. and N. Y. C. & St. L. No derails. } Governed by interlocking  
 Lotus—I. C. }  
 Mansfield—C. C. C. & St. L. No derails. }  
 Lodge { I. C. }  
 Bement—9th District junction. Normal position of switches for 9th District. 7th District northward and southward trains will approach junction under full control, prepared to stop, unless switches are right and the track is clear.  
 Northward movements are governed by the bottom arm of the two arm semaphore signal located between coal station and depot (see 9th District).  
 Southward movements are governed by SEMAPHORE SIGNAL at junction as follows:  
 SEMAPHORE ARM HORIZON- } Stop until authorized to proceed.  
 TAL and RED indication }  
 SEMAPHORE ARM 45 degrees } Proceed prepared to stop at next  
 and YELLOW indication } signal.  
 SEMAPHORE ARM VERTICAL } Proceed.  
 and GREEN indication }

**STREATOR BRANCH—7TH DISTRICT.**

Fairbury—Junction of T. P. & W. West end of siding. Normal position of switch for siding. Stop.  
 Pontiac Jct.—I. C. and Alton. Governed by interlocking.  
 Streator Jct.—N. Y. C. } No target.  
 Streator—N. Y. C. 0.5 mile south. } Stop.  
 Streator—A. T. & S. F. No derails. Governed by interlocking.

**SULLIVAN BRANCH—8TH DISTRICT.**

Bement—9th District Jct. Normal position of switch for 9th District. Stop.  
 Hammond—B. & O. Target diagonal for Wabash trains. Stop.  
 Lovington—P. C. C. & St. L. No target. Stop.

**9TH DISTRICT.**

Ryan—C. & E. I. No derails. } Governed by interlocking  
 Tolono. { I. C. }  
 Bement—7th District junction. Normal position of switches for 9th District. 7th District northward and 9th District eastward and westward trains will approach junction under full control, prepared to stop, unless switches are right and the track is clear.  
 Eastward 9th District and northward 7th District movements are governed by TWO ARM SEMAPHORE SIGNAL located between coal station and depot as follows:  
 BOTH ARMS HORIZONTAL and RED indication } Stop until authorized to proceed.  
 TOP ARM VERTICAL and GREEN indication and BOTTOM ARM HORIZONTAL and RED indication } Proceed 9th District eastward main track.  
 TOP ARM HORIZONTAL and RED indication and BOTTON ARM 45 degrees and YELLOW indication } Proceed with caution from 9th District eastward to 7th District northward main track.  
 TOP ARM HORIZONTAL and RED indication and BOTTOM ARM VERTICAL and GREEN in- } Proceed through junction switches thence on 7th District main track.  
 cation. }

Westward movements are governed by TWO UNIT COLOR LIGHT SIGNAL located 450 feet east of junction switch as follows:  
 BOTH units RED } Stop until authorized to proceed.  
 TOP unit YELLOW and BOT- } Proceed prepared to stop at next  
 TOM unit RED. } signal.  
 TOP unit GREEN and BOTTOM } Proceed.  
 unit RED. }  
 Decatur—I. C. Governed by gates. Stop.

**10TH DISTRICT.**

Decatur—I. C. Governed by gates. Stop.  
 Mercer St.—13th dist. junction. No derails. Gov. by interlocking.  
 Oak Ordnance Plant—I. T. C. crossover connection. Governed by signals.  
 Starne—I. C. and I. T. C. No derails. } Governed by interlocking  
 Springfield—B. & O. 1.5 miles east No derails. }  
 Springfield—C. & I. M. 1.2 miles east. }  
 Springfield—I. C. Governed by automatic interlocking. No derails. }  
 Iles—Alton. No derails. } Governed by interlocking  
 Jacksonville Jct.—Alton and C. B. & Q. No derails. }  
 Chapin—C. B. & Q. No derails. }  
 Bluffs—11th district junction. West end of siding. Normal position of switch for 11th district. Stop.  
 Valley City—Illinois River draw bridge, 0.3 miles east. Governed by signals.  
 Maysville—Junction Pittsfield branch. Normal position of switch for main track. Trains from Pittsfield. Stop.  
 Halls—C. B. & Q. No derails. Governed by interlocking.  
 East Hannibal—Junction of C. B. & Q. Governed by signals.  
 Hannibal—Mississippi River Draw Bridge. } Governed by interlocking  
 Hannibal—C. B. & Q. west end Mississippi }  
 River Bridge. }  
 Hannibal—C. B. & Q. Broadway Street. No target. Stop.  
 Hannibal—C. B. & Q. Main St. Governed by semaphore. Stop.

**KEOKUK BRANCH 11TH DISTRICT.**

Bluffs—10th district junction. West end of siding. Normal position of switch for 11th district. Stop.  
 Meredosia—Illinois River Draw Bridge. Governed by signals. Stop.  
 Golden—C. B. & Q. No derails. Governed by interlocking.  
 Carthage—C. B. & Q. No target. Stop.  
 Elvaston—Junction of T. P. & W. Normal position of switch for T. P. & W. Stop.

**13TH DISTRICT.**

Decatur—I. C. Governed by gates. Stop.  
 Mercer St.—10th district junction. Governed by interlocking. No derails.  
 Boody—Junction of B. & O. No target. Normal position of switch for 13th district. B. & O. trains from Springfield. Stop.  
 Taylorville—B. & O. 0.6 mile north. No derails.  
 North Litchfield—I. C. No derails. } Governed by interlocking  
 Litchfield—C. C. C. & St. L. No derails. }  
 Winston—C. B. & Q. }  
 DeCamp—L. & M. and C. & N. W. }  
 Mitchell—A. & S. 0.5 mile north. No derails. }  
 Granite City { End of Double Track. }  
 Merchants Bridge Terminal. }  
 No derails. }  
 Venice—I. T. C. No target. Stop.  
 Brooklyn—Southern. Stop. Semaphore located west of Wabash and north of Southern tracks. This signal governs all four of the Wabash tracks crossing the Southern track. When red board by day and red light by night is placed across Southern track, Wabash trains may cross. When red board by day and red light by night is placed across the westerly Wabash track, Southern trains may cross.  
 Bridge Jct.—C. C. C. & St. L. Stop. Double arm, upper quadrant semaphore signal. Upper arm in perpendicular position or showing green light by night, indicates proceed for trains on C. C. C. & St. L. tracks. Lower arm in perpendicular position or showing green light by night, indicates proceed for trains on Wabash track. Horizontal position of arms or red lights by night indicate stop.  
 Bridge Jct.—N. Y. C. & St. L. Stop. Double arm, upper quadrant semaphore signal. Upper arm in perpendicular position or showing green light by night, indicates proceed for trains or engines on Wabash tracks—Lower arm in perpendicular position or showing green light by night, indicates proceed for trains on N. Y. C. & St. L. tracks. Horizontal position of arms or red lights by night, indicates stop.  
 Bridge Jct.—Terminal Railroad Association—No target. Stop.

**STATIONS AND SIDINGS NOT SHOWN.**

**6TH DISTRICT.**

Sand Loading Track—706 feet north of Kankakee river bridge Custer Park; not connected; capacity, 6 cars.

**7TH DISTRICT**

Caldwells—station No. 461—2 miles north of Lodge; connected south end; capacity, 21 cars.

**STREATOR BRANCH—7TH DISTRICT**

Pontiac Stone Co.—2.2 miles north of Pontiac; connected north end; capacity, 19 cars.  
 Champlin—station No. 427—2 miles south of Lodemia; connected north end; capacity, 5 cars.  
 Dimmick—1.6 miles south of Clay. No siding.

**SULLIVAN BRANCH—8TH DISTRICT**

Bodman—station No. 467—3 miles south of Bement; connected north end; capacity, 9 cars.  
 Voorhies—station No. 469—3.3 miles south of Bement; connected both ends; capacity, 13 cars.  
 Lanton—station No. 472—2.3 miles south of Hammond; connected north end; capacity, 12 cars.  
 Cushman—station No. 475—4 miles south of Lovington; connected both ends; capacity, 16 cars.

**9TH DISTRICT.**

C. & H. C. Co. Mine No. 24—0.2 mile west of Catlin; connected east end; capacity 351 cars.  
 Dixon Block Coal Co.—0.1 mile east of Ryan; connected east end; 3 tracks; capacity 18 cars.  
 Sloan—Station No. 128—On eastward track, 2.7 miles east of Ivesdale; connected east end; capacity, 10 cars.  
 Platt—station No. 130—On westward track, 3.1 miles east of Bement; connected west end; capacity, 24 cars.

**10TH DISTRICT.**

Oak—Station No. 150—3.0 miles west of Illiopolis; connected both ends; capacity, 23 cars.  
 Permanent connection to the Oak Ordnance Plant—1.4 miles west of Illiopolis; connected at west end. Capacity, 66 cars.  
 Prairie Switch—1.9 miles west of Starne; connected both ends; capacity, 56 cars.  
 Orleans—station No. 175—2.1 miles west of Alexander; connected both ends; capacity, 34 cars.  
 Pittsfield—station No. 249—6.2 miles south of Maysville.  
 Camery Switch—station No. 254—1.4 miles east of Magner; connected both ends; capacity, 31 cars.  
 Spencer—station No. 256—3 miles west of Halls; connected west end; capacity, 7 cars.

**13TH DISTRICT.**

P. C. Co. mine No. 58—On southward track, 1 mile south of Taylorville; connected north end; capacity 152 cars.  
 C. C. Co. mine No. 15—On southward track 0.5 mile south of Mt. Olive; connected north end; capacity 315 cars.  
 C. C. Co. mine No. 7—On northward track, 2 miles north of Staunton; connected both ends; capacity 95 cars.  
 C. C. Co. mine No. 14—On southward track, 1.2 miles north of Staunton; connected north end; capacity 234 cars.

ADJUSTED TONNAGE RATING

		Brooklyn to Worden				Worden to Forrest Decatur to Mt. Olive				Forrest to Landers				Mt.Olive to Brooklyn				
Car Factor		11				11				11				15				Car Factor
Class		A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	Class
L-1		5850	5000	4420	3915	6250	5340	4720	4185	5960	5100	4500	3990	7490	6200	5330	4720	L-1
O-1		5950	5090	4500	3985	5950	5090	4500	3985	5680	4850	4290	3800	8150	6750	5800	5140	O-1
M-1		5830	4990	4400	3905	5830	4990	4400	3905	5570	4760	4205	3730	7490	6200	5330	4720	M-1
K-3-4 B		5740	4900	4340	3850	5950	5090	4500	3985	5680	4850	4290	3800	6910	5720	4920	4355	K-3-4 B
K-3-4		5125	4380	3870	3435	5480	4685	4140	3670	5240	4480	3955	3510	6910	5720	4920	4355	K-3-4
K-2		4250	3620	3210	2845	4600	3935	3475	3080	4380	3740	3310	2935	5840	4835	4165	3680	K-2
K-1		4250	3620	3210	2845	4600	3935	3475	3080	4380	3740	3310	2935	5400	4470	3845	3400	K-1

		Landers to Brisbane				Brisbane to Decatur				Decatur to Tilton				Tilton to Decatur				
Car Factor		6				7				8				7				Car Factor
Class		A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	Class
L-1		3990	3660	3370	3090	4475	4060	3710	3365	5480	4890	4440	3990	4660	4225	3865	3500	L-1
O-1		3720	3415	3140	2880	4575	4150	3800	3440	5110	4565	4140	3720	4440	4030	3680	3340	O-1
M-1		3640	3340	3075	2820	4510	4090	3740	3390	5010	4470	4060	3650	4350	3940	3610	3270	M-1
K-3-4 B		3990	3660	3370	3090	4475	4060	3710	3365	5360	4785	4340	3900	4600	4170	3820	3460	K-3-4 B
K-3-4		3500	3220	2960	2710	3940	3570	3270	2960	4810	4300	3900	3500	4100	3720	3400	3080	K-3-4
K-1-2		2990	2745	2530	2320	3370	3055	2800	2530	4070	3635	3300	2960	3490	3165	2900	2625	K-1-2

		Hannibal to Bluffs With K-1-2 Helper				Bluffs to Hannibal With K-1-2 Helper				Hannibal to Bluffs No Helper				Springfield and Decatur—Springfield to Bluffs—(Bluffs to Springfield—Helper Bluffs to Chapin)				
Car Factor		3				3				3				7				Car Factor
Class		A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	Class
M-1		3510	3380	3210	3070	3400	3270	3110	2980	2020	1950	1850	1770	4600	4170	3820	3460	M-1
K-3-4 B		3600	3445	3280	3170	3495	3340	3185	3085	2110	2015	1925	1860	4490	4070	3730	3380	K-3-4 B
K-3-4		3265	3125	2975	2875	3170	3035	2885	2790	1775	1695	1620	1565	4010	3635	3330	3015	K-3-4
K-1		2980	2860	2710	2620	2900	2780	2640	2550	1490	1430	1355	1310	3360	3045	2790	2530	K-1
G-1		2625	2520	2390	2310	2575	2470	2340	2265	1135	1090	1030	1000	2620	2380	2170	1970	G-1
F-7		2145	2060	1955	1890	2090	2005	1910	1845	655	630	600	580	1440	1305	1195	1085	F-7

		Bluffs to Hannibal No Helper				Bluffs to Springfield No Helper					Class F-4 Engines				
Car Factor		3				7				Car Factor					
Class		A	B	C	D	A	B	C	D	Class	Car Factor	Class			
M-1		1950	1880	1780	1710	3900	3540	3240	2930	M-1					
K-3-4 B		2045	1950	1865	1810	3725	3375	3090	2800	K-3-4 B	4	710	670	630	595
K-3-4		1720	1645	1565	1515	3155	2860	2620	2370	K-3-4	5	1010	940	860	805
K-1		1450	1390	1320	1275	2530	2295	2100	1905	K-1	4	690	650	615	580
G-1		1125	1080	1025	990	1945	1765	1615	1460	G-1	4	875	820	780	735
F-7		640	615	590	570	1010	915	840	760	F-7	8	1740	1555	1410	1265

Note:—Tonnage for classes F-7, G-1, J-1-2 will be as follows on the 6th, 7th, 9th and 13th Districts:

- Class F-7 will be given 45% of class K-1 rate.
- Class G-1 will be given 77% of class K-1 rate.
- Class J-1-2 will be given 68% of class K-1 rate.
- Class A rate:—Temperature above 30° F. and not much wind.
- Class B rate:—Temperature between zero and 30° F. or strong head or side wind.
- Class C rate:—Temperature between zero and 30° F. and strong head or side wind or temperature below zero and not much wind.

Class D rate:—Temperature below zero and strong head or side wind.

This rating to be adhered to as much as possible. Authority to reduce tonnage for any reason must be secured from trainmaster.

Ratings shown on this table may be increased where grade and other conditions permit.

The adjusted tonnage in any train is determined by multiplying the total number of cars in train by the car factor and adding the result to the actual tons in train.

Conductors will show on all reports the adjusted tons.

When helper engine other than K-1-2 is used between Bluffs and Hannibal, to obtain proper rate, add the rate for the helper engine class to the rate of engine pulling train.