

The New York Central Railroad Company

ILLINOIS DIVISION

Time-Table No. 26

FOR EMPLOYEES ONLY

EFFECTIVE

12:01 A. M., Central Standard Time

Sunday, Sept. 28, 1947

H. F. MILLIGAN,
Superintendent

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COMPANY SURGEONS

L. A. Ensminger, Chief Surgeon, Indianapolis

Hume-Mansur Bldg., Phones—Office LI 2443; Res. LI 2245

BLOOMFIELD, IND.: F. A. Van Sandt, 110 E. Main St.
Phones—Office and Residence 7.

BRIGHTWOOD: T. A. O'Dell, 3714½ E. 25th St.
Phones—Office CH 0824; Res. CH 2863.
C. D. Williams, 2405 Station St.
Phones—Office CH 1536; Res. WA. 2703

CARMI: Raymond C. Brown, 203 South Church St.
Phones—Office 393; Res. 485.

CAIRO: J. J. Rendleman, 616½ Commercial Ave.
Phones—Office 165; Res. 164.
E. E. Miller, 424 Eighth St.
Phones—Office 393; Res. 369.

CHARLESTON: G. B. Dudley, 511½ Jackson St.
Phones—Office 143; Res. 422.

DANVILLE, ILL.: Melvin L. Hole, Daniel Bldg.
Phones—Office 399; Res. 1470.
J. W. Moore, Baum Bldg.
Phones—Office 1200; Res. 2370.
H. F. Hooker, 1511 N. Vermillion St.
Phones—Office and Res. 866.

EAST ALTON: Lendall D. Archer, 332 Smith Ave.
Phones—Office 4-5212; Res. 4-5312.

E. ST. LOUIS: R. L. Campbell, 1st National Bank Bldg.
Phones—Office East 427; Res. East 1775.

ELDORADO: G. C. Ferrell, Nuway Bldg.
Phones—Office 28-W; Res. 172-M.

EVANSVILLE: W. R. Davidson, American Trust Bldg.
Phones—Office 6824; Res. 26258.

GRANITE CITY: R. W. Binney, 1905 Delmar.
Phones—Office and Residence 185.

GREENCASTLE: V. E. Wiseman, Alamo Bldg.
Phones—Office 233; Res. 886.

HARRISBURG: B. E. Montgomery, Harrisburg Nat'l Bank Bldg.
Phones—Office 301; Res. 23.
N. A. Herrmann, Clinic Building.
Phones—10-R-1; Res. 10-R-2.

HILLSBORO: L. S. Brown, 325 Main St.
Phones—Office 200K; Res. 200W.

INDIANAPOLIS: J. J. Briggs, Bargersville, Phone Res. 329.
Office 502 K. of P. Bldg., Phone FR 3911.
W. H. Norman, Hume-Mansur Bldg.
Phone Office LI 2443
D. L. Colglazier, Hume-Mansur Bldg.
Phone—Office LI 2443

KANSAS: F. B. Weaver.
Phones—Office and Residence 92.

LITCHFIELD: G. A. Sihler, Jr., 314 Madison St.
Phones—Office 180; Res. 50.

LIVINGSTON: R. C. Berry.
Phones—Office and Residence 3x2.

MATTOON: J. J. Link, 213-215 South 17th St.
Phones—Office 3900; Res. 3117.
L. C. Small, 1501 Charleston St.
Phones—Office 7; Res. 700.

MT. CARMEL: S. W. Schneck, 319 Market St.
Phones—Office 66; Res. 67.
J. J. McIntosh, 131 W. 4th St.
Phones—Office 520; Res. 590.

MOUND CITY: W. R. Wesenberg, Phoenix Block.
Phones—Office 68-R-2; Res. 68-R-3.

NOKOMIS: C. W. Vaughn, 122½ W. State St.
Phones—Office 8; Res. 28.

PANA: G. C. Bullington, 121½ S. Locust St.
Phones—Office 1620; Res. 1970.

PARIS: H. D. Junkin, 302 E. Crawford St.
Phones—Office 220; Res. 220-W.

PETERSBURG: A. R. Logan.
Phones—Office 273-A; Res. 273-B.

ROBINSON: A. L. Lowe, Jr., Robinson Hospital.
Phones—Office 242; Res. 510.

ST. LOUIS: W. H. Norton, 634 N. Grand Blvd.
Phones—Office JE 6646; Res. PA 7917.

SHELBYVILLE: C. H. Hulick, 2003 Broadway.
Phones—Office 302; Res. 348.

TERRE HAUTE: W. C. Kunkler, Mer. Nat'l Bank Bldg.
Phones—Office C-3426; Res. C-3861.

WASHINGTON: B. O. Burruss, 514 E. Main St.
Phones—Office 302; Res. 781.
Vance J. Cattin, 514 E. Main St.
Phones—Office 302; Res. 1513

WORTHINGTON: Geo. E. Moses, When Bldg.
Phones—Office and Res. 111.

OCULISTS

DANVILLE, ILL.: H. E. Baldwin, 5th Fl., Adams Bldg.
Phones—Office Main 139; Res. Main 567.

HARRISBURG: D. A. Lehman, 203 N. Vine St.
Phones—Office 90; Res. 159.

INDIANAPOLIS: W. F. Hughes, Hume-Mansur Bldg.
Phones—Office RI 4474-4475; Res. WA 1406.
Carl B. Sputh, Sr. Phone Res. BR 2025 } 224 N. Meridian St.
Carl B. Sputh, Jr. Phone Res. CH 8293 } Rooms 301-307
William J. Calvy, Phone Res. CH 8722 }
Phone—Office LI 1409.

MATTOON: C. B. Voigt, 1702 Broadway.
Phones—Office 710; Res. 757

MT. CARMEL: J. J. McIntosh, 131 W. 4th St.
Phones—Office 520; Res. 590.

TERRE HAUTE: O. T. Allen, Rose Dispensary.
Phones—Office C-7978; Res. C-2267.

SPECIAL INSTRUCTIONS

Special Instructions prefixed by letter or number modify Rules for the Government of the Operating Department with corresponding letter or number, unless otherwise specified.

A1. OTHER RAILROADS

Indianapolis Union rules govern between Washington and Noble Sts. on the east, and West St. on the west, and on the Belt R. R.

P. & E. time-table governs on P. & E. tracks between Hilliary and Cory at Danville, Illinois.

N. Y. C. and G. M. and O. joint rules and time-table govern between East Alton, Wann and Bridge Jct.

T. R. R. A. rules and time-table govern between Granite City and St. Louis and Bridge Jct. and St. Louis.

C. & E. I. rules and time-table govern between Straight Line Jct. and Evansville.

L. & N. rules and time-table govern between Evansville and Howell.

B3. LAWS AND REGULATIONS.

Train and engine service employes, after they have been on duty 14 hours, must notify the Superintendent if they do not expect to finish the trip within 16 hours, and proceed unless or until directed otherwise.

Employes must know when called for service that they are available for duty under the Hours of Service regulations, and if in any doubt, bring it to the attention of the proper official.

INDIANA.

Railroad crossings not protected by interlocking signals, trains or engines must come to a full stop not less than 40 feet nor more than 500 feet from steam railroad crossing or drawbridge.

M. SAFETY.

Safe operation and conduct are more important than making schedule time.

Engines will not be coaled while passenger trains or engine or caboose of freight trains are passing on adjacent track.

Trainmen in the performance of their duties are not required to pass over the tops of container cars.

1. STANDARD TIME.

Central Standard Time is in use.

3-3a. Conductors in road service not having access to a standard clock must compare watches with their enginemen before departing.

Conductors or enginemen in yard service not having access to a standard clock must compare watches with each other before commencing each day's work, and must compare watches with other members of their crews as soon as practicable.

3. Standard Clocks.

Brightwood.....	{ Yard office. Engine-house.
Shelby St.....	Telegraph office.
Indianapolis.....	Telegraph office.
Duane.....	Telegraph office.
Terre Haute.....	Telegraph office.
Midland.....	Yard office.
12th St.....	{ Yard office. Telegraph office.
Mattoon.....	Telegraph office.
Hillsboro.....	Telegraph office.
East Alton.....	Telegraph office.
East St. Louis.....	Yard office.
St. Louis.....	{ Telegraph office. Engine-house.
Ashby.....	Yard office.
Wansford.....	Telegraph office.
Danville, Ill.....	Passenger station.
Lyons.....	Yard office.
Lawrenceville Jct.....	Telegraph office.
Mt. Carmel.....	{ Passenger station. Engine-house. Yard office.

Howell.....	Yard office.
Harrisburg Yard.....	Telegraph office.
Cairo.....	Passenger station.

19. MARKERS.

C. & E. I. trains may display markers showing green and red instead of yellow and red.

21a. OMISSION OF WHITE SIGNALS.

Extra trains and work extras may omit display of white signals between Indianapolis and Bridge Jct. via Short Line and between East Alton and Lenox.

72. SUPERIORITY OF TRAINS

Eastward or northward trains are superior to trains of the same class in the opposite direction.

74. RAIL DETECTOR CARS.

Rail Detector Cars must not be handled in freight trains and, except NYC car X-8015, must not be handled in passenger trains.

Following will govern when Rail Detector Cars are moving under their own power:

In Automatic or Manual Block System territory Train Dispatcher will arrange for Absolute Block between open signal stations for movements following such cars.

Cars approaching highway crossings which are provided with automatic protection, must not pass over crossings until manual protection is provided unless it is known that the automatic protection is functioning.

At railroad crossings where automatic interlocking is in use, such cars will come to a stop and must not proceed over crossings until all instructions covering emergency use of such crossings have been complied with.

Signalmen at interlocking stations must not operate any switches in the route lined for such cars while within interlocking limits.

In Automatic Train Stop territory, if car is not equipped with Automatic Train Stop device, movements will be authorized and made according to Timetable Special Instructions governing such moves, except that Train Dispatchers will arrange for clear block between open signal stations both in advance and in rear of train.

83. TRAIN REGISTERS.

Brightwood.....	Yard office.
Indianapolis.....	Telegraph office.
Duane.....	Telegraph office.
Midland.....	Telegraph office.
12th Street.....	Telegraph office.
Mattoon.....	Telegraph office.
Hillsboro.....	Telegraph office.
East Alton.....	Telegraph office.
East St. Louis.....	Yard office.
Ashby.....	Yard office.
Straight Line Jct.....	Telephone booth. Telegraph office.
WR.....	Telegraph office.
Mt. Carmel.....	Passenger station.
TJ.....	Telegraph office.
Eighth Ave.....	Telegraph office.
Howell.....	Yard office.
Harrisburg Yard.....	Telegraph office.
Harrisburg.....	Passenger station.
Cairo.....	Passenger station.

Duane and Midland are register stations, only, for trains originating or terminating at these points.

12th Street is a register station, only, for inbound freight trains. Trains will be registered by the signalman if signals are not and have not been displayed.

Mattoon is a register station, only, for passenger trains.

Hillsboro is a register station, only, for trains using Old Line.

TJ, trains other than those originating or terminating at Mt. Carmel or TJ will be registered by the signalman if signals are not and have not been displayed.

Mt. Carmel is a register station, only, for passenger trains.

Harrisburg is a register station, only, for Nos. 462 and 463.

83d. CLEARING OF TRAINS.

Mt. Jackson, westward extra trains will receive Clearance Form A.

Bunker Hill, trains must not leave during open office hours without Clearance Form A.

Hopkins, C. & E. I. trains starting must obtain verbal clearance from signalman at Lenox.

Bridge Jct. and Granite City, eastward first-class trains will not be required to receive Clearance Form A except with train orders, or in connection with signal failure.

Danville, Ill., trains starting will receive Clearance Form A at Wyton.

Bemis, northward trains starting will receive Clearance Form A.

WR, southward trains starting will receive Clearance Form A.

Midland, northward freight trains doing work must not leave without permission from signalman.

Paris. Clearance Form A must be received by Nos. 462 and 463. Other Cairo Dist. passenger trains using siding must not leave without Clearance Form A during open office hours.

Permission must be received from signalman at Midland before fouling main track at Paris or Midland.

Mt. Carmel, Clearance Form A must be received by all passenger trains and at TJ by other trains except those terminating at Mt. Carmel or TJ.

Harrisburg, No. 462 will not be required to receive Clearance Form A except with train orders.

Cairo, after receiving train orders and clearance cards, northward freight trains will call the signalman from the north end of the yard and obtain permission before departing.

Taylor, trains must not leave during hours train order office is open without Clearance Form A.

93 YARD LIMITS.

Indianapolis.	Mt. Carmel.
Terre Haute.	Harwood to Eighth Ave.
Midland.	Carmi.
Mattoon.	Harrisburg.
Hillsboro.	Mound City.
Lenox.	Cairo.
East St. Louis.	Worthington.
Alton.	Duff to Washington.
East Alton.	Ashby.
Lyons.	Oakland City.
Lawrenceville.	Gray Jct. to Kerwin.

Between sunset and sunrise a red light must be carried on rear of last car of all cuts occupying main track within yard limits.

Beech Grove employes' train eastward, due to leave Virginia Ave., Indianapolis, 7:20 A.M., arrive crossover East Hill Yard 7:40 A.M.; westward, due to leave crossover East Hill Yard 4:45 P.M., arrive Virginia Ave., Indianapolis, 5:15 P.M., runs daily except Sunday. Trains and engines must expect to find this train receiving or discharging passengers or about to stop for this purpose on either track at points between Beech Grove and State St., Indianapolis, and when so found must come to a stop and then proceed at Slow Speed after giving warning signals. Regular stops are made at Sherman Drive, icehouse crossover Hill, Keystone Ave., and State St.

Lawrenceville Jct., permission must be obtained from signalman before turning engines. Movements on B. & O. main track will be made under Rule 99.

Between Cherry and TJ, movements on siding may be made only by permission from signalman at Mt. Carmel or TJ. Signalman must obtain authority from train dispatcher.

Between Eldorado and Harrisburg Yard, yard movements on siding may be made only by permission from signalman at Harrisburg Yard or Eldorado. Signalman must obtain authority from the yardmaster at Harrisburg. Road movements must not be made on siding unless authorized by train order.

Movements on Rex lead must not be made except on permission from signalman at Harrisburg Yard. When entering this track at Rex Mine, crews will call signalman at Eldorado, who will obtain permission from signalman at Harrisburg Yard before authorizing movement.

Permission must be obtained from yardmaster at Harrisburg Yard before entering Saline Valley track from Harco Branch.

Petersburg, southbound trains and engines must stop at North Wye telephone, call operator at Ashby and get permission before proceeding.

Main Track Switch Tenders.

Unless otherwise provided, main track switch tenders will use green signals for main track movements and yellow signals for crossover or diverging movements and must use red signals when necessary to stop a train or engine.

Crossovers between ice house and yard office Hill, Indianapolis, trains and engines must not pass these points or foul switches until signaled by switch tender.

12th Street, trains and engines must not foul or pass switches until signaled by switch tender.

D93a. MOVEMENTS AGAINST THE CURRENT OF TRAFFIC.

May be made between:

(a) Eastwood and Belt Jct., and on westward track from Eastwood to Signal 2761, on signal indication under supervision of signalman at Eastwood.

Belt Jct. and Mass. Ave (Eastward track) under supervision of signalman at Mass. Ave.

(b) IJ and Mt. Jackson, on signal indication under supervision of signalman at BX.

(c) Mt. Jackson and crossover 1.4 mile west, by permission from signalman at Mt. Jackson, who must obtain authority from the train dispatcher before permitting the movement.

(d) Terre Haute, eastward between end of double track and passenger station on signal indication. The signalman at Terre Haute must not arrange such movement unless train orders have been issued authorizing the movement beyond that station.

(e) 12th Street and Karl, under supervision of signalman at 12th Street.

Eastward movements on signal indication at Karl.

Westward movements on hand signal and message from signalman at 12th Street.

Movements against the current of traffic within yard limits must be made prepared to stop short of train or obstruction.

S-97. EXTRA TRAINS.

Extra trains may be run without train orders in territory where rules S-231 - S-234 are in effect.

98. RAILROAD CROSSINGS AT GRADE.

Location	Railroad	Signals
BX.....	Belt.....	Interlocking.
Greencastle.....	C. I. & L. (Mill track).....	Gate.
Cobb.....	B. & O.....	Interlocking.
Burnett.....	C. & E. I.....	Interlocking.
Preston.....	{ P. R. R.....	Interlocking.
	{ C. M. St. P. & P.....	Interlocking.
Haley.....	{ C. & E. I.....	Interlocking.
	{ N. Y. C.....	Interlocking.
Midland.....	{ P. R. R. (St. Louis Dist.).....	Interlocking.
	{ P. R. R. (Cairo Dist.).....	Interlocking.
Charleston.....	N. Y. C. & St. L.....	Interlocking.
Karl.....	I. C.....	Interlocking.
Tower Hill.....	B. & O.....	Interlocking.
Pana.....	I. C.....	Interlocking.
Granite City.....	St. L. M. B. T.....	Interlocking.
Venice Crossing.....	Southern.....	Target and Stop boards.
	{ Illinois Terminal.....	None.
Bridge Jct.....	{ N. Y. C. & St. L.....	Gate.
	{ Wabash.....	Target.
East St. Louis.....	L. & N.....	None.
	{ I. C.....	Interlocking.
Litchfield.....	{ Wabash.....	Interlocking.
	{ C. B. & Q.....	Interlocking.
C. & N. W. Crossing.....		Interlocking.
Gillespie.....	Illinois Terminal.....	None.
East Alton.....	C. B. & Q. (Wye track).....	None.
Wood River.....	Illinois Terminal.....	Interlocking.
Terre Haute.....	P. R. R.....	Interlocking.
Greenwood.....	C. M. St. P. & P. (Belt).....	Gate.

(Continued on Page 3)

Spring Hill.....	{C. M. St. P. & P.....	Interlocking.
	{C. & E. I.....	Interlocking.
Clay City.....	C. I. & L.....	Interlocking.
Rincon.....	P. R. R.....	Stop boards.
Elnora.....	C. M. St. P. & P.....	Stop boards.
Chappell.....	B. & O.....	Interlocking.
Oakland City.....	Southern.....	Interlocking.
Enosville.....	A. W. & W.....	Stop boards.
Wyton.....	{P. & E.....	Interlocking.
	{I. T.....	Interlocking.
WR.....	C. & E. I.....	Interlocking.
Ridge Farm.....	N. Y. C. & St. L.....	Interlocking.
Rose.....	B. & O.....	Interlocking.
Owen.....	I. C.....	Interlocking.
Lawrenceville Jct.....	B. & O.....	Interlocking.
TJ.....	Southern.....	Interlocking.
Harwood.....	I. C.....	Interlocking.
Harwood		
1.4 mile south.....	C. & E. I. 2 crossings.....	Stop boards.
Grays.....	I. C.....	Interlocking.
Carmi.....	L. & N.....	Interlocking.
Norris City.....	B. & O.....	Interlocking.
Eldorado.....	L. & N.....	Interlocking.
Harrisburg.....	I. C. (Rex Mine lead).....	Gate.
Forman.....	C. B. & Q.....	Interlocking.
Karnak.....	C. & E. I.....	Gate.
Cairo Yard		
2 miles north.....	I. C. 2 crossings.....	Stop boards.
Cairo Yard.....	{M. P. 2 crossings.....	Stop boards.
	{G. M. & O.....	Stop boards.

Forman and Chappell, if signal does not indicate Proceed, trainman will unlock box located at crossing and be governed by instructions posted therein. A signal indicating Stop may be passed only on hand signal from trainman at crossing.

DRAWBRIDGES.

Location	Railroad	Signals
Wabash River.....	Vincennes Line.....	Stop boards.
Wabash River.....	Evansville Line.....	Stop boards.

103. PUBLIC GRADE CROSSINGS.

When switching or when trains or cars are left standing on the approach track circuit of a highway flashing light signal, causing the continuous operation of the signal, a member of the crew must, when practicable, be stationed at the crossing to facilitate highway traffic, advising such traffic when it is safe to cross.

At night, or when weather or other conditions obscure the view, cars will not be pushed over unprotected road crossings at grade at a speed to exceed five miles per hour. Trainman riding the leading car, in addition to white light, will display lighted fusee.

Trains using the siding at the following stations will approach crossings shown below prepared to stop:

- Carbon—Main Street.
- Dudley—Grandview Road.
- Loxa—Main Street.
- Middlesworth—Public Highway.
- Moulton—Vine Street
- Moulton—Cedar Street.
- Pana—Route 51.
- Pana—John Street.
- East Alton—Route 67.
- Carmi—Stewart Street.
- Carrier Mills—Main Street
- Karnak—Karnak Road.

104. SWITCHES.

When permission is requested to enter the main track or cross from one main to another, or request to make any other main track move, only a qualified conductor or engineman must make such request to the signalman or dispatcher. Signalmen must enter upon their block records, name of conductor or engineman who is given such permission.

Spring Switches.

Jackson St., Danville, Ill., normal position lined northward main track.

Cherry, normal position lined main track.

Movements being made against normal position, if stopped before clearing switch points, reverse movement must not be made until switch is properly lined by hand.

ELECTRICALLY LOCKED SWITCHES.

LOCATION.

St. Louis District.

Terre Haute.....	West end City Yard lead.
Vermilion.....	East end eastward siding.
Tobacco Track.....	Main track turn out.
	East end House lead.
Paris.....	{East end crossover to siding.
	{West end crossover to House track.
Midland.....	West end crossover.
Conlogue.....	Elevator track.
Dudley.....	{East end eastward siding.
	{Elevator track.
Kansas.....	{East end South station track.
	{West end Old Wye track.
Charleston.....	{East end coal track.
	{East end lumber track.
Loxa.....	Both ends siding.
Gays.....	East end eastward siding.
Windsor.....	East end commercial track.
Middlesworth.....	West end westward siding.
Moulton.....	East end westward siding.
Tower Hill.....	Both ends commercial track.
Pana.....	East end westward siding.
Home.....	East end Worcester Yard.
Lenox (Old Line)...	{East end A. & S. connection.
	{West end crossover to Alton siding.

Cairo District.

Midland.....	North end northward siding.
Norris City.....	Both ends B. & O. Wye.

Terre Haute District.

Buckskin.....	Tecumseh Line.
Straight Line Jct.....	C. & E. I. main track.

Instructions pertaining to the operation of such switches are posted within the Electric lock case, indicating whether automatic release or controlled by signalman.

104a. NORMAL POSITION OF SWITCHES.

East Alton: North switch run around track lined for run around track.

C. B. & Q. connection switch lined for C. B. & Q.

Ashby, trains and engines must move expecting to find main track being used as a yard track and switches lined for yard.

Harco track switch lined for Sahara No. 6.

105. SIDINGS.

Unless otherwise provided, where two or more sidings are in use, trains will pull in at the switch nearest the station, except when moving against the current of traffic they will pull in at first switch.

Moulton, Midland (Cairo Dist.), Oliver, Dock, St. Francisville and Crossville, trains taking siding will pull in at first switch.

Sidings. Capacity based on 44 foot cars.

St. Louis District.

Station	Eastward	Westward	Eastward and Westward
Mt. Jackson.....	Yard	Yard	Yard
Avon.....	...	107	...
Nash.....	62	96	...
Fillmore.....	64	60	...
Greencastle.....	83	...	...
Alma.....	62	97	...
Carbon.....	87	...	...
Cobb.....	105	113	...
Duane.....	Yard	Yard	Yard
Sandford.....	112	121	...
Vermilion.....	77	95	...
Paris.....	...	...	95
Midland.....	Yard	Yard	Yard
Dudley.....	59	91	...
Kansas.....	...	...	82
Ashmore.....	97	98	...
Charleston.....	...	...	91
Loxa.....	...	...	95
Mattoon.....	Yard	Yard	Yard
Gays.....	58	92	...
Windsor.....	...	...	96
Middlesworth.....	96	64	...

Moulton	90	65	...
Tower Hill	96	96	...
Pana	82	56	...
Rosamond	...	60	...
Ohlman	56	...	...
Nokomis	61	77	...
Witt	98	57	...
Irving	52	...	...
Hillsboro	86	70	...
Joan	...	59	...
Livingston	65	84	...
Gard	66	63	...
Lenox	Yard	Yard	Yard
Butler	...	...	48
Litchfield	...	...	58
Gillespie	...	...	75
Bunker Hill	...	...	65
Bethalto	...	...	47
East Alton	Yard	Yard	Yard
Roxana	30	...	...
Bridge Junction	Yard	Yard	Yard
E. St. Louis	Yard	Yard	Yard

Cairo District.

Station			Northward and Southward
	Northward	Southward	
Lyons	Yard	Yard	Yard
Rose	...	...	76
Wetzel	...	...	79
Midland	89	118	...
Oliver	110	105	...
Marshall	...	...	77
Ernst	...	...	112
West Union	...	...	75
Dock	71	81	...
Trimble	...	...	82
Owen	...	...	73
Dunn	...	...	105
Birds	...	...	93
Pinkstaff	...	...	115
Lawrenceville Junction	69	100	...
Billet	...	...	72
St. Francisville	...	...	93
Allendale	...	...	93
Patton	...	...	80
Cherry	...	...	100
YD	Yard	Yard	Yard
Johnson	...	...	49
Harwood	...	...	51
Keensburg	...	...	78
Cowling	...	...	96
Grays	...	...	75
Crossville	223	92	...
Carmi	...	...	157
Bond	...	...	86
Norris City	...	...	142
Gossett	...	...	75
Texas City	...	...	76
Eldorado	...	...	68
Harrisburg Yard	Yard	Yard	Yard
Ledford	...	...	351
Carrier Mills	...	...	21
Stonefort	...	...	38
New Burnside	...	...	34
Tunnel Hill	...	...	37
Vienna	...	...	41
Belknap	...	...	43
Grand Chain	...	...	37
Olmsted	...	...	37
Cairo	Yard	Yard	Yard

Terre Haute District.

Station			Northward and Southward
	Northward	Southward	
Liberty	57
Cory	56
Clay City	23
Lancaster	60
Worthington	65
Rincon	69

Elliston	59
Elnora	55
Plainville	59
Jordan	60
Duff	33
Thomas	59
Ashby	Yard
Hosmer	41
Gudgel	59
Richards	41

107. PASSING STATIONS.

Paris, trains and engines must approach passenger station expecting to find passenger trains on siding doing station work. Hillsboro, westward trains and engines running with the current of traffic must approach passenger station expecting to find passenger trains on eastward main track doing station work.

109. BULLETIN BOARDS AND BOOKS.

Bulletin Orders posted in books must be signed for by train and yard service employes.

Brightwood	Yard office.
	Engine-house.
Shelby St.	Engine-house.
Indianapolis	Telegraph office.
Greencastle	Passenger station.
	Yard office.
Duane	Engine-house.
	Yard office.
Midland	Engine-house.
	Yard office.
Mattoon	Engine-house.
	Telegraph office.
Hillsboro	Telegraph office.
	Engine-house.
East Alton	Telegraph office.
	Engine-house.
East St. Louis	Yard office.
	Engine-house.
St. Louis	Telegraph office.
	Engine-house.
Petersburg	Engine-house.
Ashby	Yard office.
Taylor	Telegraph office.
Danville, Ill.	Passenger station.
	Yard office.
Lyons	Engine-house.
Lawrenceville	Yard office.
	Passenger station.
Mt. Carmel	Engine-house.
	Yard office.
Howell	Telegraph office.
Harrisburg Yard	South end yard office.
	Engine-house.
Harrisburg	Passenger station.
	Passenger station.
Cairo	Engine-house.

DESIGNATION AND USE OF MAIN TRACKS.

Single Track:

Between: Terre Haute and Millard.
Sandford and 12th Street.
Karl and Pana.
Hillsboro and East Alton via Old Line.
Alton and East Alton.
Terre Haute and Straight Line Jct.
Duff and Washington.
Gray Jct. and Kerwin.
Buckskin and Tecumseh.
Danville, Ill. and Wyton.
Bemis and W.R.
Rose and Eighth Ave.
YD and Cairo.
Vincennes and St. Francisville.

D-151.

Two Tracks:

Between: Indianapolis and Terre Haute.
Millard and Sandford.
12th Street and Karl.
Pana and East St. Louis via Short Line.

East Alton and Lenox.
Wyton and Bemis.
WR and Rose.

Old Line extends from the junction switch at Hillsboro, through Litchfield and East Alton, to the junction switches at Lenox.

Short Line extends from Hillsboro, through Livingston to Lenox.

Unless otherwise provided trains and engines will move via Short Line.

208. TRAIN ORDERS.

Train orders restricting the superiority of a train, if addressed to it at a station where its superiority is restricted, must be on Form 31, except at its initial station or other stations where it is required to receive Clearance Form A.

S-208b. On portions of the road where no form of block system is in use, train orders restricting the superiority of a train carrying passengers, at a station where no operator is on duty, must be on Form 31.

221(A). TRAIN ORDER SIGNALS.

The "wig-wagging" of train order signal and its immediate return to normal position will indicate train or engine may proceed and pass signal, prepared to receive train orders and Clearance Forms, but if not received in passing, the train or engine must be stopped immediately and not proceed until authorized. This does not authorize holding the main track on the time of a superior train, except as may be provided in rules or special instructions.

221(C).

Rule 221(C) will govern at following interlocking stations:

St. Louis District:

Mt. Jackson.	Vermilion.	Windsor.	Livingston.
Greencastle.	Midland.	Middlesworth.	Litchfield.
Cobb.	Dudley.	Moulton.	Wann.
Burnett.	Ashmore.	Tower Hill.	Wood River.
Duane.	Charleston.	Pana.	Lenox.
Haley.	Karl.	Nokomis.	Granite City.
Sandford.	Gays.	Hillsboro.	

Cairo District:

Wyton.	Lawrenceville Jct.
WR.	TJ.
Ridge Farm.	Grays.
Rose.	Carmi.
Midland.	Norris City.
Marshall.	Eldorado.
Owen.	Harwood.

Terre Haute Dist:

Spring Hill.
Clay City.
Oakland City.
Buckskin.

MOVEMENT OF TRAINS BY BLOCK SIGNALS.

Rules S-231 to S-234 inclusive govern:

Between: Terre Haute and Millard.
Sandford and 12th Street.
Karl and Pana.
Danville, Ill., and Wyton.

A train or engine having accepted a proceed indication and delayed in the block between Midland and east switch of siding, Paris, must proceed at restricted speed to the next signal.

Rules S-241 to S-244 inclusive govern:

Between: Bemis and WR.
Rose and Cairo.
Terre Haute and Straight Line Jct.

Rules D-251 to D-254 inclusive govern:

Between: Post and Washington St., Indianapolis.
Dix and Noble St., Indianapolis.
West St. Indianapolis and Terre Haute.
Millard and Sandford.
12th St. and Karl.
Pana and E. St. Louis via Short Line.
E. Alton and Lenox.
Wyton and Bemis.
WR and Rose.

Rules D-261 to D-264 inclusive govern:

Between: Dix and Beech Grove.
Eastwood and Belt Jct.
Eastwood and Signal 2761 (Westward track).
Belt Junction and Massachusetts Ave. (Eastward track).

Where Rules S-231 to S-234, inclusive, and D-261 to D-264, inclusive, govern, the following will apply:

When a train or engine clears the main track at hand-operated switch, the switch must be immediately closed and locked. Trainman will then report in clear.

When signal indicates STOP (Rule 292) at other than remote control switch, trainman must notify signalman at control station at once and be governed by his instructions. If authorized to proceed under STOP indication, movement must then be made at RESTRICTED speed.

Permission must be obtained from signalman at control station before passing signal indicating STOP (Rule 292) without entire train.

If head end passes a STOP signal and reverse movement is to be made so that train is again in rear of signal, signalman at control station must be notified before such reverse movement is made.

When necessary for a freight train to hold main track to do work, a qualified conductor or engineman must secure permission from signalman at control station. There must be an understanding with signalman as to the working limits and length of time to be used. If additional time is necessary, conductor or engineman must, where the time limit has expired, report to signalman at control station for instructions. When work is completed, or train or engine is clear of main track and switch placed in normal position, signalman at control station must be notified.

293. SWITCH TARGETS.

Lights are not in use on hand operated main track switches:
Between: Sandford and 12th St.
Karl and Pana.
Hillsboro and East Alton (Old Line).

297. RAILROAD GRADE CROSSING SIGNALS.

Trains must stop before proceeding unless otherwise specified.

Location.	Signal.	Indication.
Venice		
Crossing..	Target.....	Diagonal.....
		N. Y. C. trains proceed.
		Southern trains proceed.
Bridge Jct...	Semaphore...	Upper arm Vertical.
		N. Y. C. trains proceed.
		Lower arm Vertical.
		Wabash trains proceed.

Greenwood, C. M. St. P. & P. Belt crossing, normal position of gate clear for N. Y. C. Trains and engines will approach prepared to stop, and if crossing is clear and gate set in proper position proceed without stopping at a speed not exceeding 12 miles per hour.

Karnak, C. & E. I. crossing, trains and engines may proceed without stopping, not exceeding 20 miles per hour, when crossing is clear and gate in proper position.

305. MANUAL BLOCK SYSTEM.

Manual Block System is in use:

Single Track:

Between: East Alton and junction with C. B. & Q.
Danville, Ill. and Wyton.
Bemis and WR.
Rose and Cairo.
Terre Haute and Straight Line Jct.

Rules 317-A and 331-A for absolute block for opposing and following movements govern the movement of passenger trains.

Rules 317-B and 331-B for absolute block for opposing movements and permissive block for following movements govern the movement of trains other than passenger trains.

Two Tracks:

Between: East Alton and Wann.
Wyton and Bemis.
WR and Rose.
Granite City and Bridge Jct., westward track only.

Rules 318-A and 331-A for absolute block for following movements only, govern the movement of passenger trains.

Rules 318-B and 331-B for permissive block for following movements only, govern the movement of trains other than passenger trains.

Bridge Junction, Manual Block territory terminates for westward trains and originates for eastward trains against the current of traffic, at point designated by grade crossing stop signal located 600 feet east of telegraph office. Westward trains and engines must not proceed beyond this point until given a hand signal by railroad crossing attendant.

Single and Two Tracks:

A signalman may admit a train other than a passenger train to a block that is wholly or partly within yard limits under a clear block indication when it is known that the block is not occupied by a passenger train or not occupied by a train other than a passenger train outside of yard limits.

Indications of manual block signals will convey to second class and extra trains, information as to condition of that portion of the block that is not within yard limits. Second class and extra trains must move within yard limits prepared to stop, unless the main track is seen or known to be clear.

A Proceed indication displayed on home signal at a closed block or interlocking station will not supersede or modify the block signal indication or instructions received at last open block station.

Manual Block Signals are Remotely Controlled as Follows:

Location	Control Point
Jackson St. Danville, Illinois	Wyton.
Midland, north end Cairo Dist. yard	Midland.
Ernst, north end of siding	Marshall.
Trimble, north end of siding	Owen.
Dunn, north end of siding	Owen.
Lawrenceville Jct., north end northward siding, south end southward siding	Lawrenceville Jct.
Cherry	Mt. Carmel.
Gossett, north end of siding	Norris City.
Worthington, north end of siding	Worthington.

Trains must not pass these signals without entire train or to do switching without first notifying the controlling signalman of intended moves, and must report to controlling signalman as soon as such moves are completed.

At remote controlled Manual Block Signal, signalman may accept office indication that train has passed signal. Rule 319 modified accordingly.

362-365b. At stations where it is necessary for a train to pass train order and block signal to enter siding, Stop indication must not be passed without receiving Clearance Form A, and in addition, if block is not clear, Clearance Form B, and the movement protected as prescribed by Rule 99, or hand signal is received from trainman of an opposing train holding main track. When Stop indication is displayed, a train must not pass the clearance point of siding until authorized to proceed.

373. BLOCK STATIONS.

Block Stations are open as specified in list of Stations, Office Calls, Signals and Telephones.

505. AUTOMATIC BLOCK SYSTEM.

Automatic Block System is in use:

Single Track:

- Between: Terre Haute and Millard.
- Sandford and 12th Street.
- Karl and Pana.
- Harrisburg Yard and Harco track switch.

Two Tracks with the Current of Traffic:

- Between: West St., Indianapolis and Terre Haute.
- Millard and Sandford.
- 12th Street and Karl.
- Pana and Granite City via Short Line.
- Wann and Lenox.
- Bridge Jct. and Granite City (Eastward track)

Two Tracks against the Current of Traffic:

- Between: Dix and Beech Grove.
- Belt Jct. and Eastwood.
- Eastwood and Signal 2761 (Westward track)
- Belt Jct. and Mass. Ave. (Eastward track)

The Manual Block System will be used for movements against the current of traffic:

- Between: Mt. Jackson and Terre Haute.
- Millard and Sandford.
- 12th Street and Karl.
- Pana and Bridge Jct., via Short Line.
- Wann and Lenox.

Rules 317-A and 331-A for absolute block for opposing and following movements govern the movement of passenger trains.

Rules 317-B and 331-B for absolute block for opposing movements and permissive block for following movements govern the movements of trains other than passenger trains.

Where Automatic block signal is used in non-automatic block territory, it will indicate condition of track between that signal and the next signal in advance or sign reading "End Automatic Block".

Where Automatic Block does not terminate at a signal, a sign reading "End Automatic Block" will mark the location.

When movements are made from Terre Haute Dist. main track to freight house tracks at Terre Haute, permission must be obtained from signalman at Terre Haute.

513. Second paragraph of Rule 513 does not apply to hand-thrown electrically locked switches.

Second paragraph of Rule 513 is modified as follows (except between Eastwood and Mt. Jackson, Beech Grove and Brant, and within yard limits of Duane, Midland, Mattoon and Brooklyn Yards): At bolt locked switches after operating the bolt lock, trainmen must wait five minutes before operating switch. At non-bolt locked switches, trainmen will operate the switch and wait five minutes at the switch before making engine or train movement unless it is known the movement of an approaching train will not be affected.

605. REMOTE CONTROL SWITCHES AND SIGNALS.

Enginemen or trainmen finding signal indicating Stop must call signalman at signal station.

Trains or engines may proceed on instructions from signalman after switch is spiked or thrown by hand-throw lever of dual control switch. Movement must be made at restricted speed.

Additional instructions for hand throwing of switch are located in signal station and in telephone box at switch.

When necessary to operate a remote controlled switch by hand upon instructions from the controlling signalman, the first trainman handling the switch must know that other members of the crew responsible for restoring the switch to normal position are fully informed of the situation. When the switch has been restored to normal the controlling signalman must be notified.

Location	Signal Station	Signals	Tracks
1.2 miles west of	Sandford	811	Main to west
		812	end of sidings.
		813	
1.1 miles west of	Vermilion	841	Main to west end
		842	Westward siding.
		843	
Paris	Midland	901	Main to east end of
		902	siding.
		904	
1.2 miles west of	Midland	921	Main to west end of
		922	yard.
		923	
0.9 mile west of	Dudley	1001	Main to west end
		1002	Westward siding.
		1003	
Kansas	Ashmore	1031	Main to east end of
		1032	siding.
		1034	
Kansas	Ashmore	1041	Main to west end of
		1042	siding.
		1043	
0.9 mile east of	Ashmore	1071	Main to east end
		1072	Eastward siding.
		1074	
1.0 mile west of	Ashmore	1091	Main to west end
		1092	Westward siding.
		1093	
0.9 mile west of	Charleston	1181	Main to west end of
		1182	siding.
		1183	
Starr	12th St.	1251	Main to yard.
		1252	
		1254	
		1256	
1.4 miles east of	12th St.	1261	Main to yard.
		1262	
		1264	

Location	Signal Station	Signals	Tracks
0.9 mile west of	Gays	1351	Main to west end
		1352	Westward siding.
		1353	
0.9 mile west of	Windsor	1411	Main to west end of siding.
		1412	
		1413	
1.0 mile east of	Middlesworth	1461	Main to east end
		1462	Eastward siding.
		1464	
0.9 mile west of	Moulton	1521	Main to west end
		1522	Eastward siding.
		1523	
1.0 mile west of	Tower Hill	1611	Main to west end of sidings.
		1612	
		1613	
		1615	

606. INTERLOCKING SIGNALS.

Interlocking signals used as block signals will be indicated by letters INT.-M.B. in list of stations, office calls, signals and telephones.

701. OBSERVANCE OF PASSING TRAINS.

When trains are passing, signalman, operator or leverman, whenever practicable, must observe from station platform, or ground, the general condition of the train.

705. LEAVING CARS ON SIDE TRACKS.

When placing cars for loading or unloading, they must, when practicable, not be left standing nearer than fifty (50) feet to any street or road crossing, and not nearer than one hundred (100) feet when placed in storage.

824. MAKE-UP OF PASSENGER, MAIL, EXPRESS AND MILK TRAINS.

Passenger equipment must be of steel construction with the exception that baggage, horse, refrigerator and milk cars of steel underframe construction may be hauled, also such steel underframe passenger cars as are used under special arrangement.

Trains containing more than 5 cars 60 feet or over in length are limited to 30 cars.

Trains containing not more than 5 cars 60 feet or over in length are limited to 40 cars.

932. AIR BRAKES.

When failure renders the brakes on both train and engine inoperative, the train may proceed with extreme care to the first siding where it will await relief engine.

If the failure involves the brakes on the train or a part of the train, leaving the brakes on the engine operative, the train may be moved with extreme care at a speed at which the train may be stopped short of any obstruction, with the available braking power. Weather and other conditions must be such as to insure the safety of the movement. If a relief engine is necessary, it must be provided at the first possible point.

If the conditions are not extremely favorable, the train must take siding until relief engine is provided.

AUTOMATIC TRAIN STOP.

Intermittent Inductive Automatic Stop is in use with the current of traffic between Mt. Jackson and Lenox, via Short Line. Enginemen and firemen must be qualified on rules governing such operation.

Road engines and motors operated in Automatic Stop territory must be equipped with Automatic Stop device in working order, except:

- (a) When used as pusher or second engine.
- (b) By specific authority of Superintendent.
- (c) When automatic train stop device becomes inoperative

after leaving terminal, passenger, mail, express and milk trains must be operated at a speed not exceeding 35 miles per hour, and other trains at a speed not exceeding 20 miles per hour. Engineman must notify Superintendent at the first communicating station and relief engine, if available, must be obtained at the first engine terminal. Train may proceed at normal speed when authorized by train order. Train dispatcher will arrange for clear block between open signal stations in advance of such train, within the limits of the train order.

Rule 7 (a)—(Automatic Train Stop Rule) is revised as follows:

When running forward with current of traffic at signal which displays other than Rule 281, Rule 281C, Rule 283, or Rule 287 indication.

Inductors are located at all high signals between Mt. Jackson and Lenox except:

- Mt. Jackson... Eastward against current of traffic.
- Terre Haute... Eastward leaving Terre Haute District.
- Pana... { Westward against current of traffic (first signal east of I. C. crossing).
Eastward against current of traffic (first signal west of I. C. crossing).
- Lenox... Westward against current of traffic.

When forestalling whistle fails to sound while forestalling, engineman will reduce to and operate at speed specified in Paragraph (c) until he has occasion to again forestall as prescribed by the rules, and the whistle sounds; normal speed may then be resumed. Failure of whistle to sound must be reported on Form SC-1.

Back-up movements in Automatic Train Stop territory must be made under Manual Block Rules.

SPEED RESTRICTIONS

Speed restrictions are shown in miles per hour and apply to entire train.

General

(Unless otherwise restricted)

Switches and crossovers, not interlocked, when diverging... 15	Rail Detector cars under own power or on rear of passenger train... 40
Trains with freight equipped cars... 55	When sounding whistle for relief engine, (Rule 14-bb)... 25
Trains handling dead engines with side rods... 30	Engines without engine truck, operating or towed... 20
Trains handling dead engines without side rods... 20	Engines equipped with trailers, running backward... 30
Trains handling scale test cars or Jordan spreaders... 25	Engines not equipped with trailers, running backward... 20
Work trains with cranes moving on own wheels... 30	
Revenue freight trains with cranes moving on own wheels... 25	

Division

(Unless otherwise restricted)

	Indianapolis to Granite City	Danville, Ill., to Harrisburg	Harrisburg to America	America to Cairo	YD to Nisbet	Nisbet to Evansville	Terre Haute to Straight Line Jct
Passenger, mail and express trains... 60	45	30	40	30	40		
With not more than 20% baggage, mail or express cars:							
18 cars or less... 85							
19 to 25 cars (incl.)... 70							
With 20% to 50% baggage, mail or express cars:							
16 cars or less... 85							
17 to 20 cars... 75							
21 to 25 cars (incl.)... 65							
With more than 50% baggage, mail or express cars:							
13 cars or less... 85							
14 to 16 cars... 75							

	Division (Unless otherwise restricted)					
	Indianapolis to Granite City	Danville, Ill., to Harrisburg	Harrisburg to America	America to Cairo	YD to Nisbet	Nisbet to Terre Haute to Straight Line Jct.
17 to 20 cars.....	70					
21 to 35 cars, (incl.).....	65					
When handled by Class L-1 or L-2 engines.....	60	40	40		40	30
When handled by Class L-3 or L-4 engines.....	70					
When handled by other freight engines.....	50	40	40		40	30
Freight trains.....	55	40	30	30	40	30
Road engines running light or with caboose.....	40	40	30	30	35	30
Trains handling wrecking cranes.....	45	30	30	30	25	25
Trains handling wrecking cranes on curves.....	30	20	20	20	20	15

LOCAL

(Unless otherwise restricted)

Indianapolis to Bridge Jct.:	
Trains with more than 4000 tons.....	50
Trains with less than 4000 tons on westward track between Markles and Millard and on eastward track between Markles and Cobb.....	50
Markles, bridge 188 Westward track.....	50
	{ A or S engines..... 35
	{ H-7..... 40
	{ Others..... 50
Between Preston and Haley.....	50
Between Haley and Wabash River bridge.....	30
When diverging within interlocking at Haley or Terre Haute.....	15
Wabash River bridge and turn out Millard.....	25
Wabash River Bridge S-1-B engines, double heading.....	15
Whalen Curve, 2 mile east of Paris, passenger, mail and express.....	70
Starr, entering or leaving Yard.....	30
12th Street { Entering or leaving Westward track L-4 engines..... 20	
	{ Others..... 25
Thornton curve, 1.5 mile east of Shelbyville.....	50
Shelbyville, curve at passenger station.....	50
Pana, entering or leaving C. & E. I. tracks.....	10
Between Pana and East St. Louis:	
C. & E. I. Engines 1015 and 1016.....	70
C. & E. I. Engines 1900 series, passenger.....	55
Hillsboro, when diverging within interlocking.....	15
Lenox, via diverging route through puzzle switch.....	5
Between Lenox and Granite City, passenger.....	75
With 3 cars or less, passenger, Eastward track.....	65
Granite City, through interlocking: { Via joint track..... 30	
	{ Via St. L. M. B. T..... 20
Between Granite City and Bridge Junction: { Passenger..... 35	
	{ Freight..... 25
Venice Crossing, through puzzle switch.....	5
Eads Bridge: { Double unit Diesels or K-3 Engines..... 15	
	{ K-5 Engines (by special permission)..... 10
Merchants Bridge: { Diesels, K-3 or K-5 Engines..... 20	
	{ J Engines..... 15
	{ L-1 or L-2 Engines..... 12
To receive or discharge Mail:	
No. 431, Nokomis.....	30
No. 427, Pana, daily except Monday.....	40
No. 446, Charleston.....	40
Nos. 446, 12 and 427, Paris.....	40
Hillsboro to Lenox (Old Line):	
Between Hillsboro and East Alton: { Passenger..... 40	
	{ Freight..... 30
Between Hillsboro and East Alton, curves: { Passenger..... 35	
	{ Freight..... 25
Between Hillsboro and East Alton, curves, freight when handling loaded tank cars.....	20
Between Hillsboro and Wann, trains { Straight track..... 25	
handling steam cranes: { Curves..... 20	
Bridge 443, 0.2 mile east of Mile Post 196: { Engine..... 10	
	{ Motor..... 30
Bridge 469, 0.1 mile east of Mile Post 203: { Engine..... 10	
	{ Motor..... 30
*Litchfield, between home signals.....	20
Between Mile Posts 224 and 225.....	15
*C. & N. W. Crossing, between home signals.....	20
East Alton, Bridge 554.....	10
Between East Alton and Wann: { Passenger..... 40	
	{ Freight..... 25
Wann: { *Westward, between home signals..... 20	
	{ Eastward, through facing point crossover..... 25
Between Wann and Lenox, passenger.....	75

Between Wann and Lenox, passenger trains handled by:	{ Class L engines..... 60
	{ Other freight engines..... 50
Between Wann and Lenox, freight.....	50
Between Wann and Lenox, trains handling steam cranes:	{ Straight track..... 40
	{ Curves..... 30
Wood River, eastward track over Illinois Terminal crossing.....	40
Lenox, via diverging route through puzzle switch.....	5

East Alton to Alton:

Between East Alton and Cherry St., Alton.....	20
Between C. B. & Q. wye connection and main line intersection East Alton.....	10
Bridge 576, 0.1 mile west of Mile Post 242.....	5
Between Cherry St. and Alby St., Alton.....	10

Danville, Ill., to Cairo:

Wyton, P. & E. Wye.....	10
Bemis, entering or leaving southward track.....	30
Lyons, reverse curve south end of yard.....	30
Westville { Northward freight trains, 4000 or more actual tons, passing northward distant signal..... 30	
Ridge Farm { actual tons, passing northward distant signal..... 30	
*Midland, between home signals, (2 crossings).....	20
North Hutsonville track.....	10
Between Robinson and 0.5 miles south.....	45
*TJ, between home signals.....	20
Carmi: { Southward, entering joint track..... 25	
	{ *Northward, between home signals..... 20
Eldorado, northward, passing northward distant signal: { Passenger..... 50	
	{ Freight..... 25
Harrisburg, Rex Mine lead.....	10
Saline Valley R. R. and Harco Line.....	20
Siding between Eldorado and Harrisburg Yard.....	25
Blue Bird Mine track, south of Carrier Mills.....	10
Between Mile Post 206 and Bloomfield.....	20
Between Parker and Mile Post 212, freight.....	10
Between Vienna and Mile Post 226.....	25
*Forman, between home signals.....	20
*Karnak, C. & E. I. crossing.....	20
Curves between Mile Posts 251 and 253.....	12
Cairo, gas tank curve and Commercial Ave. track.....	6

St. Francisville to Vincennes:

Between St. Francisville and Vincennes.....	10
Wabash River Bridge, H-7 engines.....	5

YD to Evansville:

Wabash River Bridge.....	6
Bridge 7, one mile north of Skelton.....	20
Bridge 8, at Skelton.....	20
*Harwood between home signals.....	20
Saltpool and Maryland St. curves and on wyes Eighth Ave.	10

Terre Haute to Straight Line Jct.:

*Terre Haute, P. R. R. crossing, between home signals.....	20
*Greenwood, C. M. St. P. & P. Belt crossing.....	12
Between Mile Post 10 and Bridge 8-8, northward freight.....	20
Between Mile Posts 17 and 26, freight.....	40
Worthington, over street crossings, freight.....	6
Between Mile Post 46 and 0.2 mile south of Mile Post 47: { Passenger..... 30	
	{ Freight..... 20
Between Elliston south switch and 0.5 mile south of Mile Post 49: { Passenger..... 30	
	{ Freight..... 20
Between Mile Post 57 and 0.8 mile south of Mile Post 58: { Passenger..... 30	
	{ Freight..... 20
Between Mile Post 63 and 0.5 mile south: { Passenger..... 30	
	{ Freight..... 20
Mile Post 66, curve: { Passenger..... 30	
	{ Freight..... 20

(Continued on Page 9)

Between Duff and Washington 15
 *Chappell, between home signals. 20
 Between Maysville and Petersburg, curves: { Passenger 30
 { Freight 20
 Between Mile Post 81 and 1 mile south 15
 Between Mile Post 84 and 0.2 mile south of Mile Post 86. . 15
 Mile Post 89, curve. 10
 *Between Home Signals Oakland City 20
 Between Gray Jct. and Kerwin 30
 Curve North of Bridge 44 (Kerwin Branch) 15
 Buckskin { Between Home Signals Evansville Line 20
 { Through turnout Tecumseh Line 30
 Between Buckskin and Richards 40
 Between Richards and Tecumseh 30
 Bridge 117-5, 2.5 miles south of Buckskin 15
 Between Ditney and Ditney Hill 20

*Applies to head end of train only.

ENGINE AND CAR RESTRICTIONS.

Rail detector cars must not be handled in passenger or freight trains, except rail detector car N. Y. C. X-8015 may be handled on rear of passenger trains.

Diesel electric locomotives may be operated through water, not exceeding depth of three (3) inches above top of rail, proceeding at slow speed and with caution.

Engines must not be operated:

Location	Classes
Carbon, Kalamazoo Clay Co.....	H-10, J, L, N, A, S.
Lone Star Coal Co., Tracks No. 2 and No. 3.....	All.
Windsor, Wye track.....	All, except H-5.
Taylor Springs, American Zinc Co. tracks.....	All, except N. Y. C., H-5, and C. & E. I. H-6.
Hillsboro, Standard Oil, or Eagle Picher tracks.....	H-10, J, L, N, A, S.
Between Hillsboro and East Alton, Old Line, A, S, J, L, N, H-10, H-7.	
Bridges, 443, 469 and 554 double head.	
I. C. connection Litchfield.....	All.
Between Alton and East Alton. . H-7, H-10, J, K-3P, K-3Q, L, N, A, S, 5400 HP4-unit and 6000 HP3-unit Diesel locomotives.	
Eads Bridge:.. { Double heading. { K-5 Engines, only on special permission. { A, S, J, H, L.	
Merchants Bridge, Double head engines heavier than K-5, A, S, L-3, L-4, and any engine with PT-1, PT-3 and PT-4 tenders.	
Washington, beyond Walnut St. on east track.....	All.
Between Buckskin and Evansville.....	A, S.
Engines must not be doubleheaded over Bridge 117-5, 0.5 mile south of Mile Post 117 (Terre Haute Dist.)	
Ditney Hill, over scale.....	All.
Marshall, oil spur.....	All.

North Hutsonville, west spur..... All.
 Hutsonville, Elevator track..... All.
 Lawrenceville { House track "C" south of Jefferson St. All.
 { Barrelhouse track beyond 300 ft. All.
 { Indian unloading track East turnout All.
 Between Vincennes and St. Francisville J, L, N, A, S.
 Olmsted, Fuller's Earth track H-7, H-10, J, L, N, A, S.
 Mound City, Metal Bound track, heading in All.
 Cairo, Illinois Lbr. Co. and Bruce Track, heading in All.

HAND BRAKE TEST.

A running test of hand brakes must be made on a motor car upon leaving initial terminal when operating as a single unit. As soon as speed permits engineer must shut off power and signal for brakes. The conductor or member of train crew must then apply hand brakes, to determine if they are operating properly. In case hand brakes do not operate properly, motor car must proceed at Restricted Speed to the nearest point at which repairs can be made.

HELPER ENGINES.

A helper engine must not couple onto either head or rear of train it is to help until such train is stopped. Helper engines must not push trains beyond the summit of the grade. If helper engine is to continue in the same direction in automatic block territory, it may proceed complying with the Automatic Block Rules, and in manual block territory it may proceed prepared to stop short of train ahead or obstruction to the next block station, where the block rules must be complied with.

RERAILING FROGS.

Enginemen will be held responsible for knowing that rerailling frogs and chains are replaced properly on engines after having been used.

WATER STATIONS.

Eagle Creek.	Dock.
Fillmore.	Lawrenceville.
Duane.	St. Francisville.
Terre Haute.	Mt. Carmel.
Midland.	Carmi.
Mattoon.	Harrisburg.
Moulton.	Vienna.
Nokomis.	Cairo.
Hillsboro.	Eel River.
Livingston.	Worthington.
East Alton.	Elnora.
Litchfield.	Petersburg.
Lyons.	Oakland City.
Marshall.	Enosville.

H. F. MILLIGAN, Superintendent

E. W. McVICKER } Assistant Superintendents
L. P. HICKMAN }

**A. M. SMITH }
W. D. SCHRECK }
W. D. BENNETT } Trainmasters
L. W. PAYNE }
T. G. STEINFELD }
L. M. RILEY }**

J. J. DANHOF, JR., Asst. Trainmaster.

J. M. HOPKINS, Chief Dispatcher

**F. G. MAYER }
L. A. BALLINGER } Asst. Chief Dispatchers**

**C. H. WHITE }
E. E. TONKINSON }
A. W. ROGERS }
J. S. KRIEBLE } Train Dispatchers
D. F. BELLAMY }
E. W. DICKERSON }
H. H. HALL }**

**C. M. HESSLIN }
J. S. FRIZZELL }
W. L. STURM }
L. E. FOGLE } Train Dispatchers
L. E. HARTLINE }
F. McCOY }**

INDIANAPOLIS TO MATTOON—WEST

Miles from Indianapolis	STATIONS	FIRST CLASS															
		431		427		41		423		111		11		401		407	
		ST. LOUIS SPECIAL		THE GATEWAY		SEE NOTE THE KNICKERBOCKER		SEE NOTE ST. LOUIS EXPRESS		SOUTHWESTERN OKLA. TEX. MEX.		SOUTHWESTERN LIMITED		SEE NOTE TERRE HAUTE EXPRESS		CLEVELAND-ST. LOUIS SPECIAL	
		Daily		Daily		Daily		Daily		Daily		Daily		Daily Ex. Sunday		Daily	
.....	Belt Jct.	AM	..	AM	..	AM	..	AM	..	AM	..	AM	..	PM	..	PM	..
.....	Indianapolis	12.30	..	2.30	..	6.50	..	10.30	..	10.45	..	11.25	..	2.40	..	5.30	..
1.1	IJ																
1.5	Westside																
1.6	BX																
2.5	Mt. Jackson	12.37	..	2.37	..	6.57	..	10.37	..	10.52	..	11.32	..	2.47	..	5.37	..
11.9	Avon													f 2.56			
19.3	Danville													s 3.06			
20.3	Nash													3.08			
23.8	Hadley													f 3.13			
27.8	Reno													f 3.19			
32.6	Fillmore													s 3.25			
39.0	Greencastle	s 1.15	..	3.07	..	^a 7.27	..	s11.15	..	11.22	..	12.01	..	s 3.38	..	s 6.10	..
47.9	Alma													3.48			
48.7	Lena													f 3.50			
52.8	Carbon													s 3.57			
55.6	Perth													s 4.01			
58.6	Coal Bluff													s 4.06			
59.0	Cobb													4.08			
60.2	Fontanet													s 4.11			
63.9	Burnett													f 4.16			
68.6	Preston																
69.2	Duane													^c 4.23			
70.5	Haley																
71.6	Terre Haute	s 2.00	..	s 3.40	..	s 8.00	..	s11.47	..	s11.55	..	s12.40	..	4.35	..	s 6.50	..
72.4	Millard																
75.7	St. Mary-of-the-Woods							^b 11.51						PM			
79.9	Sandford	2.12	..	3.50	..	8.10	..	11.55	..	12.05	..	12.52	..			7.02	..
84.0	Vermilion																
90.6	Paris	s 2.31	..	4.00	..	8.20	..	s12.14	..	12.18	..	1.03	..			s 7.15	..
91.2	Midland																
99.3	Dudley																
104.4	Kansas																
108.8	Ashmore																
117.6	Charleston	s 3.16	..		..		..	^b 12.49	..		..		..
122.3	Loxa																
125.3	Starr																
127.8	12th Street																
128.2	Mattoon	3.45	..	4.45	..	9.00	..	1.10	..	1.05	..	1.45	..			8.05	..
		AM		AM		AM		PM		PM		PM				PM	

Conditional Stops:

^aNo. 41 on signal at Greencastle to discharge revenue passengers from Buffalo and east.

^bNo. 423 on signal at St. Mary-of-the-Woods to discharge revenue passengers from points east of Indianapolis; at Charleston to discharge revenue passengers from Indianapolis and points east and to receive revenue passengers for St. Louis or beyond.

^cNo. 401 on signal at Duane for company employes or supplies.

MATTOON TO INDIANAPOLIS—EAST

Miles from St. Louis	STATIONS	FIRST CLASS															
		434		446		402		12		212		418		24		38	
		RAILWAY EXPRESS		CINCINNATI NIGHT SPECIAL		INDIANAPOLIS EXPRESS		SOUTHWESTERN LIMITED		SOUTHWESTERN OKLA. TEX. MEX.		CLEVELAND EXPRESS		THE KNICKERBOCKER		MISSOURIAN	
		Daily		Daily		Daily Ex. Sunday		Daily		Daily		Daily		Daily		Daily	
124.0	Mattoon	AM 12.10	AM 1.55			AM 11.20	PM 12.01	PM 2.20	PM 3.03	PM 8.17							
124.4	12th Street																
126.9	Starr																
129.9	Loxa																
134.6	Charleston	s12.30						s 2.35									
143.4	Ashmore																
147.8	Kansas																
152.9	Dudley																
161.0	Midland																
161.6	Paris	s 1.30	2.31			^b 11.53	12.35	s 3.05						s 8.52			
168.2	Vermilion																
172.3	Sandford	1.45	2.41			12.04	12.45	3.16	3.42	9.03							
176.5	St. Mary-of-the-Woods							^c 3.20									
179.8	Millard			AM													
180.6	Terre Haute	s 2.05	s 2.55	7.45		s12.17	s 1.00	s 3.30	s 3.56	s 9.17							
181.7	Haley																
183.0	Duane			^a 7.50													
183.6	Preston																
188.3	Burnett			f 7.57													
192.0	Fontanet			s 8.02													
193.2	Cobb			8.04													
193.6	Coal Bluff			s 8.06													
196.6	Perth			s 8.10													
199.4	Carbon			s 8.15													
203.5	Lena			f 8.21													
204.3	Alma			8.23													
213.2	Greencastle	s 2.50	3.31	s 8.35		^b 12.45	1.31	s 4.05	4.23	9.48							
219.6	Fillmore			s 8.45													
224.4	Reno			f 8.51													
228.4	Hadley			f 8.57													
231.9	Nash			9.02													
232.9	Danville			s 9.05													
240.3	Avon			f 9.15													
249.7	Mt. Jackson	3.40	4.04	9.25		1.25	2.10	4.50	4.55	10.30							
250.6	BX																
250.7	Westside			^a													
251.1	IJ																
252.2	Indianapolis	4.00	4.15	9.40		1.35	2.20	5.00	5.05	10.40							
.....	Belt Jct.	AM	AM	AM		PM	PM	PM	PM	PM							

Conditional Stops:

^aNo. 402 on signal at Duane and Westside for company employes or supplies and at Markles to receive or discharge passengers.

^bNo. 12 on signal at Paris and Greencastle to discharge revenue passengers from St. Louis and receive revenue passengers for Indianapolis or beyond.

^cNo. 418 on signal at St. Mary-of-the-Woods to discharge revenue passengers from St. Louis and receive revenue passengers for Indianapolis or beyond.

MATTOON TO BRIDGE JCT.—WEST

Miles from Indianapolis	STATIONS	FIRST CLASS															
		431		427		41		523		111		423		11		407	
		SEE NOTE		SEE NOTE		THE		SEE NOTE		SOUTHWESTERN		SEE NOTE		SOUTHWESTERN		SEE NOTE	
		ST. LOUIS SPECIAL		THE GATEWAY		THE KNICKERBOCKER		C. & E. L. PASSENGER		OKLA. TEX. MEX.		ST. LOUIS EXPRESS		LIMITED		CLEVELAND-ST. LOUIS SPECIAL	
Daily		Daily		Daily		Daily		Daily		Daily		Daily		Daily			
127.8	12th Street.....	AM	..	AM	..	AM	..	..	..	PM	..	PM	..	PM	..	PM	..
128.2	Mattoon.....	3.50	..	4.50	..	9.05	..	..	..	1.10	..	1.15	..	1.50	..	8.15	..
129.3	Karl.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
134.8	Gays.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
140.6	Windsor.....	^a 4.09	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
147.0	Middlesworth.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
151.3	Shelbyville.....	..	..	^b 5.15	..	..	..	..	..	..	..	f 1.35	..	..	..	..	..
152.0	Moulton.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
160.7	Tower Hill.....	..	..	..	..	..	..	PM	..	..	..	..	..	..	..	..	..
167.1	Pana.....	s 4.43	..	5.32	..	9.46	..	1.13	..	1.57	..	s 2.08	..	2.35	..	^c 8.54	..
171.4	Rosamond.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
175.4	Ohlman.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
180.1	Nokomis.....	^a 5.00	..	..	..	..	..	s 1.26	..	..	..	..	..	..	..	..	..
184.8	Witt.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
189.3	Irving.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
194.2	Hillsboro.....	s 5.24	..	5.55	..	10.08	..	s 1.40	..	2.25	..	f 2.45	..	2.58	..	9.15	..
196.4	Taylor Springs.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
205.1	Joan.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
214.9	Livingston.....	^a 5.51	..	..	..	..	..	^c 1.58	..	..	..	..	..	..	..	..	..
227.8	Gard.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
235.7	Home.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
236.5	Hopkins.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
237.2	Worcester.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
237.7	Lenox.....	6.22	..	6.40	..	10.50	..	2.18	..	3.10	..	3.45	..	3.40	..	10.05	..
238.1	Mitchell.....	..	..	..	..	..	..	^c..	..	..	..	..	..	..	..	..	..
240.7	Nameoki.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
243.1	Granite City.....	s 6.35	..	6.50	..	11.00	..	2.25	..	3.20	..	^b 3.55	..	3.50	..	10.15	..
245.9	Venice Jct.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
246.8	Venice Crossing.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
248.0	Bridge Jct.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
248.7	East St. Louis.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
252.2	St. Louis.....	7.10 AM	..	7.25 AM	..	11.30 AM	..	2.55 PM	..	3.55 PM	..	4.32 PM	..	4.25 PM	..	10.45 PM	..

Time shown at St. Louis is for information only.

Regular Stops:

Nos. 431, 427 and 523 at Washington Ave., St. Louis.

Conditional Stops:

^aNo. 431 on signal at Nokomis to receive revenue passengers for St. Louis; at Livingston for express, fragile mail or to receive or discharge revenue passengers; at Windsor on Sunday to receive or discharge revenue passengers.

^bNo. 427 at Shelbyville to receive revenue passengers for St. Louis or to discharge revenue passengers from Cleveland, Cincinnati, or beyond; at Pana to discharge revenue passengers from Indianapolis or beyond and receive revenue passengers for St. Louis or beyond.

^cNo. 523 on signal at Livingston to discharge revenue passengers from Chicago or Englewood; at Mitchell Yard for company employes or supplies.

^dNo. 423 on signal at Granite City to discharge revenue passengers from Mattoon and points east.

^eNo. 407 on signal at Pana to discharge revenue passengers from Indianapolis or beyond and receive revenue passengers for St. Louis or beyond.

BRIDGE JCT. TO MATTOON—EAST

Miles from St. Louis	STATIONS	FIRST CLASS															
		12		212		418		24		38		524		434		446	
		SOUTHWESTERN LIMITED		SOUTHWESTERN OKLA., TEX., MEX.		CLEVELAND EXPRESS		THE KNICKERBOCKER		MISSOURIAN		SEE NOTE C. & N. L. PASSENGER		SEE NOTE RAILWAY EXPRESS		CINCINNATI NIGHT SPECIAL	
		Daily		Daily		Daily		Daily		Daily		Daily		Daily		Daily	
		AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	
.....	St. Louis	9.10	9.45	11.40	1.00	6.02	6.13	9.00	11.32								
3.5	East St. Louis.....																
4.2	Bridge Jct.....																
5.4	Venice Crossing.....																
6.3	Venice Jct.....																
9.1	Granite City.....	9.32	10.07	12.02	1.22	6.24	6.35	9.22	11.54								
11.5	Nameoki.....																
14.1	Mitchell.....																
14.5	Lenox.....	9.38	10.13	12.09	1.27	6.30	6.41	9.29	12.00								
15.2	Worcester.....																
15.7	Hopkins.....																
16.5	Home.....																
24.4	Gard.....																
37.3	Livingston.....									^A 7.03	^S 9.50						
47.1	Joan.....																
55.8	Taylor Springs.....																
58.0	Hillsboro.....	10.15	10.50	12.50	2.01	7.07	7.22	10.16	12.39								
62.9	Irving.....																
67.4	Witt.....																
72.1	Nokomis.....									^S 7.36	^S 10.33						
76.8	Ohlman.....																
80.8	Rosamond.....																
85.1	Pana.....	10.37	11.13	1.20	2.22	7.30	7.52	10.57	1.05								
91.5	Tower Hill.....																
100.2	Moulton.....									PM							
100.9	Shelbyville.....																
105.2	Middlesworth.....																
111.6	Windsor.....																
117.4	Gays.....																
122.9	Karl.....																
124.0	Mattoon.....	11.15	11.55	2.10	2.58	8.10		11.50	1.50								
124.4	12th Street.....	AM	AM	PM	PM	PM		PM	AM								

Time shown at St. Louis is for information only.

Conditional Stops:

^ANo. 524 on signal at Livingston to receive revenue passengers for Englewood or Chicago.

^BNo. 434 on signal at Windsor on Sunday to receive revenue passengers.

DANVILLE, ILL. TO EVANSVILLE—SOUTH

Miles from Danville	STATIONS	FIRST CLASS						SECOND CLASS					
		463						185		155			
		SEE NOTE						CA-S		LOCAL			
		THE EGYPTIAN						FREIGHT		FREIGHT			
Daily						Daily		Daily		Ex. Sunday			
	Danville.....	AM	1.33										
0.9	Wyton.....		1.35										
4.3	Bemis.....						AM		AM				
5.3	Lyons.....	^A	1.40				1.00		6.15				
6.8	Westville.....												
7.2	WR.....		1.45				1.05		6.18				
11.4	Georgetown.....	^B	1.55				1.12		f 6.28				
17.0	Ridge Farm.....	^B	2.09				1.21		f 6.43				
23.7	Chrisman.....	^A ^B	2.19				1.34		f 6.55				
23.9	Rose.....		2.20				1.35 ¹⁹⁸		6.57				
30.7	Wetzel.....		2.28				1.47		f 7.12				
37.1	Midland.....		2.38				2.00 ⁴⁶²		7.30				
37.6	Paris.....	^S	3.18										
37.1	Midland.....		3.20				3.00		8.05				
45.5	Oliver.....		3.32				3.15		f 8.25				
52.7	Marshall.....	^S	3.42				3.27		f 8.45 ¹⁸⁴				
58.2	Ernst.....		3.51				3.36		f 9.00				
65.1	West Union.....	^S	4.01				3.47		f 9.14				
68.2	West York.....		4.06				3.52		f 9.30				
70.5	Dock.....		4.12				3.56		9.38				
72.4	Hutsonville.....	^S	4.17				3.59		f 9.50				
76.3	Trimble.....		4.22				4.06		f 9.58 ¹⁵⁰				
80.9	Robinson.....	^S	4.34				4.13		^S 10.30				
81.2	Owen.....		4.35				4.14		11.13				
86.3	Dunn.....		4.42				4.22		11.21				
89.1	Flat Rock.....	^S	4.49				4.27		f 11.27				
93.5	Birds.....	^S	4.56				4.34		f 11.34				
96.5	Pinkstaff.....		5.00				4.39		f 11.42				
101.2	Lawrenceville.....	^S	5.13				4.50		^S 11.55				
102.0	Lawrenceville Jct.....		5.14 ¹⁸⁵				5.14 ⁴⁶³		12.25				
106.3	Billet.....		5.20				5.40		f 12.35				
111.4	St. Francisville.....	^S	5.28				5.50		f 12.45				
116.9	Allendale.....	^S	5.35				6.00		f 1.10				
120.7	Patton.....		5.40				6.08		f 1.25				
124.5	Cherry.....		5.45				6.15		1.35 ¹⁸⁰				
125.5	Mt. Carmel.....	^S	5.50				6.30		1.45				
126.3	TJ.....		AM										
127.4	YD.....						8.00		2.05				
136.3	Johnson.....						8.30		PM				
143.2	Cynthiana.....						8.52						
147.0	Nisbet.....						9.02						
157.7	Harwood.....						9.11						
160.0	Eighth Ave.....						9.17						
160.3	Evansville.....												
161.6	Howell.....						9.30						

Regular Stops:

^ANo. 463 at Catlin Road, Lyons, for company employes or supplies, and at Chrisman daily except Sunday to receive or discharge mail.

Conditional Stops:

^BNo. 463 on signal at Georgetown, Ridge Farm and Chrisman to receive or discharge express and at any station to discharge revenue passengers from Chicago or Chicago suburban stations or Indianapolis and to receive revenue passengers for Harrisburg.

EVANSVILLE TO DANVILLE, ILL.—NORTH

Miles from Evansville and Cairo.	STATIONS	FIRST CLASS				SECOND CLASS			
		462			184	150	180	198	
		SEE NOTE			FREIGHT	LOCAL FREIGHT	CE-1 FREIGHT	CE-2 FREIGHT	
		THE EGYPTIAN			Daily	Daily Ex. Sunday	Daily AM	Daily	
	Howell.....						11.00		
	Evansville.....								
0.3	Eighth Ave.....						11.10		
2.6	Harwood.....						11.15		
13.3	Nisbet.....						11.27		
17.1	Cynthiana.....						11.38		
24.0	Johnson.....				AM	AM	12.00	PM	
32.9	YD.....				3.15	6.45	12.30	7.10	
34.0	TJ.....	PM					1.30		
34.8	Mt. Carmel.....	s10.50			3.25	6.55	1.32	7.45	
135.9	Cherry.....	10.52			3.30	7.05	1.35 ¹⁵⁵	7.55	
139.7	Patton.....	10.57			3.41	f 7.18	1.42	8.08	
143.5	Allendale.....	f11.04			3.51	f 7.32	1.50	8.20	
149.0	St. Francisville.....	f11.14			4.05	f 7.50	2.01	8.35	
154.1	Billet.....	11.20			4.40	f 8.10	2.11	8.50	
158.4	Lawrenceville Jct.....	11.25			5.14 ⁴⁶³	8.25	2.19	9.20	
159.2	Lawrenceville.....	s11.28			5.40	s 8.30	2.21	9.30	
163.9	Pinkstaff.....	11.34			5.50	f 8.41	2.30	9.40	
166.9	Birds.....	11.38			6.00	f 8.55	2.36	9.50	
171.3	Flat Rock.....	f11.44			6.10	f 9.05	2.43	10.03	
174.1	Dunn.....	11.48			6.25	9.17	2.49	10.10	
179.2	Owen.....	11.55			6.40	9.30	2.57	10.22	
179.5	Robinson.....	s11.57			6.45	s 9.45	2.59	10.23	
184.1	Trimble.....	12.02			7.20	f 9.58 ¹⁵⁵	3.06	10.35	
188.0	Hutsonville.....	12.07			7.32	f10.10	3.13	10.45	
189.9	Dock.....	12.10			7.50	10.53	3.20	10.55	
192.2	West York.....	12.14			8.00	f11.00	3.25	11.05	
195.3	West Union.....	f12.21			8.10	f11.10	3.30	11.12	
202.2	Ernst.....	12.30			8.30	f11.25	3.41	11.27	
207.7	Marshall.....	s12.42			8.45 ¹⁵⁵	f11.37	3.50	11.39	
214.9	Oliver.....	12.52			9.05	f11.55	4.02	11.53	
223.3	Midland.....	1.04			9.35	12.30	4.20	12.20	
223.8	Paris.....	s 1.12							
223.3	Midland.....	2.00 ¹⁸⁵			9.45	12.45	4.30	12.35	
229.7	Wetzel.....	2.07			10.05	f12.59	4.45	1.14	
236.5	Rose.....	2.17			10.20	1.13	5.00	1.35 ¹⁸⁵	
236.7	Chrisman.....	A ² 2.18			10.30	f 1.14	5.03	1.36	
243.4	Ridge Farm.....	B ² 2.28			10.55	f 1.28	5.20	1.50	
249.0	Georgetown.....	B ² 2.39			11.10	f 1.40	5.32	2.10	
253.2	WR.....	2.55			11.25	1.50	5.40	2.20	
253.6	Westville.....							2.45	
255.1	Lyons.....	A ³ 3.00			11.45	1.55	6.00	AM	
256.1	Bemis.....				AM	PM	PM		
259.5	Wyton.....	3.07							
260.4	Danville.....	3.30							
		AM							

Regular Stops:

^ANo. 462 at Chrisman daily except Monday to receive or discharge mail, and at Catlin Road, Lyons, for company employes or supplies.

Conditional Stops:

^BNo. 462 on signal at Chrisman, Ridge Farm and Georgetown to receive or discharge express and at any station to receive revenue passengers for Chicago or Chicago suburban stations and for Indianapolis, and to discharge revenue passengers from Harrisburg.

MT. CARMEL TO CAIRO—SOUTH

Miles from DANVILLE	STATIONS	FIRST CLASS				SECOND CLASS			
		463				185	157		
		THE EGYPTIAN				CA-S FREIGHT	LOCAL FREIGHT		
		Daily				Daily	Daily Ex. Sunday		
125.5	Mt. Carmel	AM 6.00							
126.3	TJ				AM 8.30	AM 7.25			
127.4	YD	6.04			8.45	7.38			
132.6	Keensburg	s 6.15			9.00	f 7.48			
137.5	Cowling	6.20							
141.6	Grays	6.26			9.10	7.58			
142.4	Grayville	s 6.30			9.15	f 8.02			
150.4	Crossville	s 6.41			9.25	f 8.20 ¹⁸⁰			
157.8	Carmi	s 7.02			9.40	f 8.55			
164.5	Bond	7.10			9.55	9.10			
169.8	Norris City	s 7.20 ¹⁸⁰			10.10	f 9.30			
173.8	Gossett	7.26			10.25	f 9.40			
177.7	Texas City	7.34			10.40	f 9.50			
182.8	Eldorado	s 7.45			10.50	f 10.10			
188.7	Harrisburg Yard	7.57			11.25 ¹⁵⁶	10.25			
190.4	Harrisburg	8.25			11.30	s 10.55 ¹⁶⁶			
197.4	Carrier Mills	AM			11.50	s 11.15			
203.9	Stonefort				12.10	f 11.25			
208.4	New Burnside				12.30	f 11.45			
210.2	Parker				12.40	f 11.55			
214.6	Tunnel Hill				1.05	s 12.10			
221.5	Bloomfield				1.30	f 12.30			
224.2	Vienna				1.45	s 12.40			
229.8	Forman				2.10	f 12.52			
231.9	Belknap				2.25	f 1.00			
234.7	Karnak				2.50	s 1.10			
238.6	Grand Chain				3.05	f 1.30			
244.8	Olmsted				3.25	s 1.45			
248.7	America				3.40	f 1.55			
252.7	Mound City				4.00	s 2.10			
259.4	Cairo Yard				4.20	2.25			
260.4	Cairo				5.00	2.35			
					PM	PM			

CAIRO TO MT. CARMEL—NORTH

Miles from Cairo.	STATIONS	FIRST CLASS				SECOND CLASS			
		462				184	180	156	
		SEE NOTE				FREIGHT	CH-2 FREIGHT	LOCAL FREIGHT	
		THE EGYPTIAN				Daily	Daily	Daily Ex. Sunday	
	Cairo					AM 1.00	AM 7.00		
1.0	Cairo Yard					1.20	7.03		
7.7	Mound City					1.40	s 7.18		
11.7	America					1.55	f 7.26		
15.6	Olmsted					2.15	s 7.35		
21.8	Grand Chain					2.25	f 7.48		
25.7	Karnak					2.40	s 7.56		
28.5	Belknap					2.55	f 8.06		
30.6	Forman					3.05	f 8.11		
36.2	Vienna					3.25	s 8.26		
38.9	Bloomfield					3.35	f 8.37		
45.8	Tunnel Hill					4.05	f 9.15		
50.2	Parker					4.20	f 9.40		
52.0	New Burnside					4.30	f 10.00		
56.5	Stonefort					4.50	f 10.18		
63.0	Carrier Mills	PM				5.10	s 10.33		
70.0	Harrisburg	8.50			AM		s 10.55 ¹⁵⁷		
71.7	Harrisburg Yard	8.53			12.01	6.00	f 11.25 ¹⁸⁵		
77.6	Eldorado	s 9.05			12.20	6.20	f 12.10		
82.7	Texas City	9.12			12.37	6.40	f 12.20		
86.6	Gossett	9.17			12.52	6.55	f 12.33		
90.6	Norris City	s 9.25			1.05	7.20 ⁴⁶³	f 12.43		
95.9	Bond	9.32			1.20	7.40	f 12.55		
102.6	Carmi	s 9.48			1.40	8.00	f 1.08		
110.0	Crossville	s 9.56			2.05	8.20 ¹⁵⁷	f 1.25		
118.0	Grayville	s 10.05			2.27	8.50	f 1.41		
118.8	Grays	10.08			2.30	8.55	f 1.45		
122.9	Cowling	10.17			2.40	9.20	f 1.55		
127.8	Keensburg	10.25			2.50	9.40	f 2.06		
133.0	YD	10.35			3.05	11.00	2.18		
134.1	TJ				AM	AM	PM		
134.9	Mt. Carmel	10.40							

Conditional Stops:

No. 462 on signal at any station to receive revenue passengers for Chicago or Chicago suburban stations and for Indianapolis.

HILLSBORO TO LENOX WEST

Miles from Hillsboro	STATIONS	SECOND CLASS			
		57			
		LOCAL FREIGHT Mon. Wed. Fri. Only			
	Hillsboro.....	AM 9.00			
5.0	Butler.....	f 9.10			
12.8	Litchfield.....	s11.45			
17.5	Hornsby.....	f11.55			
19.1	Duncan.....				
20.8	C. & N. W. Crossing.....				
22.3	Gillespie.....	s12.15			
27.1	Dorchester.....	f12.30			
31.7	Bunkerhill.....	s12.50			
37.3	Dorsey.....	f 1.05			
41.0	Moro.....	f 1.15			
42.5	Bethalto.....	s 1.25			
47.0	East Alton.....	1.40			
48.1	Wann.....	PM			
48.8	Woodriver.....				
50.9	Roxana.....				
55.5	Lenox.....				

LENOX TO HILLSBORO EAST

Miles from Lenox	STATIONS	SECOND CLASS			
		56			
		LOCAL FREIGHT Tues. Thurs. Sat. Only			
	Lenox.....				
4.6	Roxana.....				
6.7	Wood River.....				
7.4	Wann.....	AM			
8.5	East Alton.....	8.30			
13.0	Bethalto.....	s 8.40			
14.5	Moro.....	f 8.45			
18.2	Dorsey.....	f 8.55			
23.8	Bunker Hill.....	s 9.10			
28.4	Dorchester.....	s 9.25			
33.2	Gillespie.....	s 9.35			
34.7	C. & N. W. Crossing.....				
36.4	Duncan.....				
38.0	Hornsby.....	f 9.45			
42.7	Litchfield.....	s10.00			
50.5	Butler.....	s11.00			
55.5	Hillsboro.....	1.30			
		PM			

EAST ALTON TO ALTON WEST

Miles from East Alton	STATIONS				
3.2	East Alton.....				
4.1	Washington St.....				
4.1	Alton.....				

ALTON TO EAST ALTON EAST

Miles from Alton	STATIONS				
0.9	Alton.....				
0.9	Washington St.....				
4.1	East Alton.....				

VINCENNES TO ST. FRANCISVILLE SOUTH

Miles from Vincennes	STATIONS				
3.2	Vincennes.....				
5.8	South Vincennes.....				
5.8	Brevoorts.....				
10.8	St. Francisville.....				

ST. FRANCISVILLE TO VINCENNES NORTH

Miles from St. Francisville	STATIONS				
5.0	St. Francisville.....				
7.6	Brevoorts.....				
7.6	South Vincennes.....				
10.8	Vincennes.....				

EAST ST. LOUIS TO INDIANAPOLIS

EASTWARD—FREIGHT TRAINS

Miles from E. St. Louis	STATIONS	SLD-2	SLD-6	BFNY-4	1st NY-6	2nd NY-6			
		St. Louis Detroit	St. Louis De Witt	St. Louis De Witt	St. Louis Indianapolis	St. Louis De Witt			
		Daily	Daily	Daily	Daily Except Sunday	Daily			
	LEAVE	A. M.	A. M.	A. M.	P. M.	P. M.			
	East St. Louis	12.01	2.30	11.00	4.00	6.50			
54.5	Hillsboro				6.00				
97.5	Shelbyville				7.30				
121.0	Mattoon	5.00	7.30	3.00	8.30	11.15			
158.1	Paris (Midland)				9.45				
177.1	Terre Haute (Duane)		10.00	5.00	11.00	1.15			
246.2	Mt. Jackson		12.01	7.00	1.15	3.50			
248.7	Indianapolis (Hill Yard)		1.00	8.00	2.00				
	Indianapolis (Brightwood)	10.00	2.00	8.30	2.45	5.00			
	ARRIVE	A. M.	P. M.	P. M.	A. M.	A. M.			

For information only; not conferring time table superiority.

INDIANAPOLIS TO EAST ST. LOUIS

WESTWARD—FREIGHT TRAINS

Miles from Indianapolis	STATIONS	BF-9	Hill BF-9	SLBF-1	DSL-1	Hill BF-1			
		Pittsburgh St. Louis	Indianapolis St. Louis	De Witt St. Louis	Detroit St. Louis	Indianapolis St. Louis			
		Daily	Daily	Daily	Daily	Daily			
	LEAVE	P. M.	P. M.	P. M.	P. M.	P. M.			
	Indianapolis (Brightwood)	12.01		5.45	6.00	7.00			
2.5	Indianapolis (Hill Yard)		1.00			8.15			
69.2	Mt. Jackson	1.30	2.00	6.30		9.15			
91.2	Terre Haute (Duane)					1.00			
127.8	Paris (Midland)					3.15			
127.8	Mattoon	7.00	8.30	11.30	12.05	5.30			
248.7	East St. Louis	12.01	2.00	4.00	4.05	9.30			
	ARRIVE	A. M.	A. M.	A. M.	A. M.	A. M.			

For information only; not conferring time table superiority.

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

INDIANAPOLIS TO BRIDGE JUNCTION

STATIONS	Office Calls	Miles from Indianapolis	SIGNALS		TELEPHONES		
			Westward Track	Eastward Track	LOCATION	Side of Track	LINE
Indianapolis Open day and night	C.S.	UN					
IJ	C.S.	IJ	1.1	01 INT.	INT.	S. S.	N T.D.-M-Y
Westside	C.S.		1.5			Yard office	S M-Y
BX	C.S.	BX	1.6	INT.	INT.	S. S.	N T.D.-M-Y
Mt. Jackson Open day and night	C.S.	MY	2.5	INT.	INT.	Car inspector's office Booth, west lead S. S.	S S N Y Y T.D.-M-B-Y
Eagle Creek	C.S.		3.6			On pole, at water tank On pole, at crossover	N N B B
				31 51 61 71 91	32 52 62 92		
Avon	C.S.		11.9	101 111 141 161	112 142 162	On pole, at crossover On pole, at west end of siding	N N M-B T.D.-M-B
Danville	C.S.	V	19.3	181	182	On pole, at Signal 181 Station Booth, west end of platform Signal storeroom On pole, at lead switch	N N N S N B T.D.-M-B T.D.-M-B B B
Nash Open day and night	C.S.	NA	20.3	201 204 211	202 203 212	On pole, at east end of eastward siding S. S. On pole, at west end of westward siding On pole, at Signal 212	S N N N B T.D.-M-B T.D.-M-B B
Hadley	C.S.		23.8	231 261	232 262	On pole, at crossover	N T.D.-M-B
Reno	C.S.		27.8	281 301	282 302	On pole, east of spur	N T.D.-M-B
Fillmore *Open 6:00 AM to 3:00 PM	C.S.	DA	32.6	321 351	322 342 352	Sand house On pole, at coal dock Booth, east side of station Station On pole, at west end of westward siding	S S S S N Y T.D.-M-B T.D.-M-B T.D.-M-B-Y B
Greencastle Open day and night	C.S.	GD	39.0	INT. 401 421 441	INT. 402 422 442	On pole, at Signal 371 On pole, at east end of yard Switch booth, west end yard Station On pole, at eastward dist. signal On pole, near Signal 442	N S S S S N N B B Y T.D.-M-B-Y B M-B
Alma	C.S.		47.9	461 471	462 472	On pole, east end of eastward siding On pole, at crossover On pole, at west end of westward siding	N N N T.D.-M-B T.D.-M-B T.D.-M-B
Lena			48.7	501	492 512		

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

INDIANAPOLIS TO BRIDGE JUNCTION—CONTINUED

STATIONS	Office Calls	Miles from Indianapolis	SIGNALS		TELEPHONES			
			Westward Track	Eastward Track	LOCATION	Side of Track	LINE	
Carbon.....	C.S.	CR	52.8	521	522	On pole, at east end of siding.....	N	T.D.-M-B
				541	542	On pole, east of station.....	N	B
Perth.....			55.6	561	562	Station.....	N	T.D.-M-B
						On pole, at crossover.....	N	T.D.-M-B
Coal Bluff.....			58.6	571	572	On pole, at Signal 571.....	N	B
Cobb..... Open day and night	C.S.	CB	59.0	INT.	INT.	S. S.....	S	T.D.-M-B
					602	On pole, at west end of westward siding	N	T.D.-M-B
Fontanet.....	C.S.		60.2	601		Signal storeroom.....	N	B
						Station.....	N	M-B
Lone Star.....	C.S.		61.2		612	On pole, at switch.....	N	B
				621	622	On pole, at Signal 621.....	N	B
Burnett..... *Open 8:00 AM to 5:00 PM	C.S.	GR	63.9	INT.	INT.	On pole, at tower.....	S	T.D.-M
					652	S. S.....	S	T.D.-M-B
Markles.....	C.S.		66.8	651	662	On pole, at Signal 652.....	N	B
						On pole, at west end of curve.....	N	B
Preston.....	C.S.		68.6	671	672	On pole, at Signal 671.....	N	T.D.-M-B
				INT.	INT.	Booth, at War Plant switch.....	N	B
Duane..... Open day and night	C.S.	CN	69.2	691	692	On pole, at Paper Box switch.....	S	Y
				694	693	S. S.....	S	T.D.-Y
						On pole, at Lost Creek.....	N	Y
						On pole, at coal dock.....	S	Y
						Yard office.....	S	T.D.-M-B-Y
						On pole, at 25th St.....	N	Y
						Booth, west of carmen's bldg.....	S	Y
						Boiler room.....	S	Y
						Roundhouse.....	S	M-Y
						Storeroom.....	S	M-Y
						Car Department.....	S	M-Y
						Scale house.....	S	Y
695	702	Booth, at Maple Ave.....	S	Y				
		Maple Ave. yard office.....	N	M-Y				
		On pole, Signal 702.....	S	Y				
Haley..... Open day and night	C.S.	HY	70.5	INT. 711	INT. 712	S. S.....	N	T.D.-M-B-Y
Terre Haute..... Open day and night	C.S.	JR	71.6		714	On pole, east of Locust St.....	N	Y
						On pole, west of Locust St.....	S	Y
2,200 ft. west of Terre Haute	C.S.			INT.	INT.	Station.....	S	T.D.-M-B-Y
						Freight house.....	S	M-Y
Millard..... Control from Terre Haute	C.S.		72.4			On pole, at 4th St.....	N	Y
				731	742	On pole, at Second St.....	S	Y
				741	742	On pole, at 1st St.....	S	Y
						Booth, west end Wabash River bridge.	N	Y
						Booth, at turn out.....	N	T.D.-M-B
						Pole Box at Signal 741.....	N	B

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

INDIANAPOLIS TO BRIDGE JUNCTION—CONTINUED

STATIONS	Office Calls	Miles from Indianapolis	SIGNALS		TELEPHONES			
			Westward Track	Eastward Track	LOCATION	Side of Track	LINE	
St. Mary-of-the-Woods	C.S.	MA	75.7	751 753 761 771	762	Station.....	N	T.D.-M-B
Sandford..... Open day and night	C.S.	SA	79.9	781 INT.	782 INT.	Station.....	N	T.D.-M-B
6,000 ft. west of Sandford	C.S.		81.1	Single Track Westward	Eastward	Booth, at west end of sidings.....	N	M-B
Vermilion..... Open day and night 5,000 ft. west of Vermilion	C.S.	VN	84.0	821 INT.	822 INT.	On pole, at east end of eastward siding. Station..... Relay house west end of westward siding	N S N	M-B T.D.-M-B M-B
	C.S.		84.9	INT.	INT.	On pole, west of Signal 872.....	N	B
				851 871 891	852 872 892			
Tobacco Track.....	C.S.		89.2			Booth, at switch.....	N	M-B
5,500 ft. east of Midland	C.S.		90.1	INT.	INT.	Relay house, east end of siding..... Booth, east end house yard..... On pole, at crossover switch..... Freight platform..... Freight house..... Station.....	N S S S S S	M-B-Y B-Y Y Y M-Y T.D.M-B-Y
Paris..... Open 7:00 PM to 4:00 AM	C.S.	P	90.6			Maintainer's bldg..... S. S.....	N S	M T.D.-M-B-Y
Midland..... Open day and night	C.S.	A	91.2	INT.	INT.			
Midland Yard.....	C.S.	GO	91.2			On pole, at crossover..... Yard office..... Roundhouse..... Booth, west lead..... Booth, west remote switch..... Booth, at Signal 931.....	S N N N N N	B-Y T.D.-M-Y M-Y Y T.D.-M-Y M-B
6,300 ft. west of Midland	C.S.		92.4	INT. 931 941	INT. 932 942			
Conlogue.....	C.S.		95.6	961	962	On pole, at elevator switch.....	N	M-B
				981	982	Booth, at Sig. 981..... On pole, east end eastward siding..... On pole, at elevator switch..... Station..... West end relay house.....	N S N N N	M-B M-B M-B T.D.-M-B M-B
Dudley..... Open day and night 4,700 ft. west of Dudley	C.S.	DU	99.3	INT.	INT.			
	C.S.		100.2	INT.	INT.			
4,600 ft. east of Kansas, control from Ashmore	C.S.		103.6	1011 INT.	1012 INT.	East end, relay house..... On pole, elevator track..... West end, relay house..... Station..... On pole, at wye.....	N N N S N	M-B M-B M-B T.D.-M-B M-B
Kansas..... *Open 8:00 AM to 5:00 PM Control from Ashmore	C.S.	Q	104.4	INT.	INT.			
4,800 ft. east of Ashmore	C.S.		107.9	1061 INT.	1062 INT.	East end, relay house..... Station.....	N S	M-B T.D.-M-B
Ashmore..... Open day and night 5,200 ft. west of Ashmore	C.S.	MO	108.8	INT.	INT.			
	C.S.		109.8	INT.	INT.	West end, relay house.....	N	M-B
				1111 1131 1141 1161	1112 1132 1142 1162	On pole, mile post 114-3..... Booth, at Signal 1161..... Booth, Lumber track switch..... S. S..... Freight house..... Station..... Station..... Booth, Highway No. 16..... West end, relay house.....	N N N N S S S S	B M-B M-B T.D.-M-B-Y M-Y M-B-Y B M-B
Charleston..... Open day and night	C.S.	CO	117.6	INT.	INT.			
5,000 ft. west of Charleston	C.S.		118.4	INT. 1191 1201	INT. 1192 1202			

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

INDIANAPOLIS TO BRIDGE JUNCTION—CONTINUED

STATIONS	Office Calls	Miles from Indianapolis	SIGNALS		TELEPHONES			
			Single Track		LOCATION	Side of Track	LINE	
			Westward	Eastward				
Loxa	C.S.	122.3	1221	1222	Booth, at east end of siding	N	M-B	
			1231	1232	Booth, at west end of siding	N	B	
Starr	C.S.	125.3	1241	1242	East end, in relay house	N	M-B	
	C.S.	126.4	INT.	INT.	Crossover, in relay house	S	M-B	
Mattoon Yard	C.S.	127.0			Booth, at No. 6 track	N	Y	
					Booth, at Logan St.	S	Y	
					Carpenter shop.	N	Y	
					10th St. storeroom	N	M	
					Roundhouse	N	T.D.-M-Y	
					Car Foreman's office	N	Y	
					Carmen's bldg.	N	Y	
					Roundhouse work report room	N	Y	
					Storekeeper's office	N	M-Y	
					Machine shop	N	Y	
					Master Mechanic's office	N	T.D.-M-Y	
		General Car Foreman's office	N	Y				
		Yard office	N	T.D.-M-Y				
12th St. Open day and night	C.S.	AW	127.8	1271	1272	S. S. Signal Maintainer's bldg.	S	T.D.-M-B-Y Y
				Westward Track	Eastward Track			
					1274			
Mattoon	C.S.	DI MX	128.2			Freight house	N	M-Y
						Dispatcher's office	S	T.D.-M
						Telegraph office	S	T.D.-M-Y
Karl	C.S.	KA	129.3	1281	1282	Booth, at 19th St.	S	B
				INT.	INT.	Booth at 21st St.	N	Y
						On pole, at 24th St.	S	Y
						Booth, at ice house	S	M-B-Y
						S. S.	S	T.D.-M-B-Y
						Single Track		
		Westward	Eastward	On pole, at Signal 1301.	N	M-B		
			1301	1302				
			1311	1312				
			1321	1322				
Gays	C.S.	GI	134.8	1331	1332	Booth, at Signal 1331	N	M-B
	C.S.		135.5	INT.	INT.	On pole, at east end of eastward siding. Station	N	M-B T.D.-M-B
Windsor	C.S.	WI	140.6	1381	1382	Booth, at Signal 1381	N	M-B
		WN				On pole, at east end of team track. Station	N	M-B T.D.-M-B
	C.S.		141.5	INT.	INT.	S. S.	N	T.D.-M-B
			1431	1432	Booth, at west end of siding	N	M-B	
5,000 ft. east of Middlesworth Middlesworth	C.S.	MU	146.0	1441	1442	Booth, at east end of eastward siding. ... Station	N	M-B T.D.-M-B
	C.S.		147.0	INT.	INT.	On pole, at west end of westward siding	N	M-B
				1471	1472			
				1491	1492	On pole, at Highway No. 16.	N	B
Shelbyville	C.S.		151.3	1511	1512	Booth, at east end of Bridge 349. Station	S	B T.D.-M-B
						On pole, at east end of freight house. ...	N	M-B
Moulton	C.S.	BI	152.0	INT.	INT.	S. S.	S	T.D.-M-B
	C.S.		152.9	INT.	INT.	Booth, at west end	N	M-B
				1541	1542			
			1561	1562	On pole, at Robinson Creek	N	B	

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

INDIANAPOLIS TO BRIDGE JUNCTION—CONTINUED

STATIONS	Office Calls	Miles from Indianapolis	SIGNALS		TELEPHONES		
			Single Track		LOCATION	Side of Track	LINE
			Westward	Eastward			
Tower Hill Open day and night 5,200 ft. west of Tower Hill	C.S. MC	160.7	1571 1591	1572 1592	Booth, at Signal 1591	N	M-B
	C.S.	161.7	INT.	INT.	On pole, at east end station track	N	M-B
Pana Open day and night	C.S. PA	167.1	1621 1641 1651	1622 1642 1652	Booth, at Signal 1651	N	M-B
					On pole, at east end westward siding	N	M-B
Rosamond	C.S. RN	171.4	1691 1711	1702	On pole, west end westward siding	N	Y
					On side of freight house	S	Y
Ohlman	C.S. MA	175.4	1751	1752	Station	S	T.D.-M-Y
					On pole, at C. & E. I. Jet	N	T.D.-M-B-Y
Nokomis Open day and night	C.S. NK	180.1	1761 1781	1762 1782	On pole, at east end of siding	S	Y
					On pole, at west end No. 5 track	N	Y
Witt	C.S.	184.8	1841	1842	In Carmen's bldg.	S	Y
					On pole, at crossover	N	T.D.-M-B
Irving	C.S.	189.3	1891	1892	Station	N	T.D.-M-B
					On pole, west end of siding	N	M-B
Hillsboro Open day and night	C.S. NS	194.2	1911 1921	1912 1922	On pole, at Signal 1921	N	B
					On pole, at east end of westward siding	N	Y
Taylor Springs	C.S.	196.4	1951	1952	Roundhouse	N	M-Y
					On pole, at crossover	N	T.D.-M-B
Taylor Springs	C.S.	196.4	1961	1962	On pole, west end of eastward siding	N	M-B
					On pole, at switch	N	B

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

INDIANAPOLIS TO BRIDGE JUNCTION—CONTINUED

STATIONS	Office Calls	Miles from Indianapolis	SIGNALS		TELEPHONES				
			Westward Track	Eastward Track	LOCATION	Side of Track	LINE		
Joan.....	C.S.	205.1	1981	1982	Booth, at car house.....	S	T.D.-B		
			2001	2002	On pole, at M. P. 201-40.....	S	B		
			2021	2022	Booth, at crossover.....	S	T.D.-B		
			2051	2052					
			2071	2072	On pole, at M. P. 211-31.....	S	B		
2091	2092								
Livingston..... Open day and night	C.S.	VI 214.9	2111	2112	On pole, at Signal 2131.....	S	B		
			2131	2132	Station.....	S	T.D.-M-B		
			INT.	INT.	S. S.....	S	T.D.-M-B		
					On pole, at west end of eastward siding	S	B		
					On pole, at west end of westward siding	N	B		
					On pole, at Signal 2162.....	S	B		
					2161	2162	On pole, at section house.....	S	B
					2181	2182			
					2191	2192			
		2211	2212						
			2231	2232					
			2251	2252					
Gard.....	C.S.	227.8	2271		On pole, at crossover.....	S	M-B		
			2291	2272	Booth, at car house.....	S	M-B		
			2311	2292					
			2331	2312					
Home.....	C.S.	235.7	2351		Booth, at crossover.....	N	B		
				2352	On pole, at No. 3 track.....	N	B		
Hopkins.....	C.S.	236.5	2361		On pole, at crossover.....	S	B		
Worcester.....	C.S.	237.2			Yard office.....	N	M-B-Y		
					C. & E. I. yard office.....	S	M-B		
Lenox..... Open day and night	C.S.	M 237.7	INT.	INT.	On pole, at westward home signal.....	N	Y		
					A. & S. yard office.....	S	Y		
					S. S.....	S	T.D.-M-B-Y		
				2382	On pole, at State Road.....	N	Y		
Mitchell.....	C.S.	NA 238.1	2711		Station.....	S	T.D.-M-Y		
Nameoki.....	C.S.	240.7	2725		On pole, at crossover.....	N	T.D.-M		
					2402				
				2412					
Granite City..... Open day and night	C.S.	WR 243.1	INT.	INT.	Station.....	S	M		
					Freight house.....	S	M		
				2442	S. S.....	N	T.D.-M		
Venice Jct..... Open day and night	C.S.	Z 245.9	M.B.	2452	S. S.....	S	T.D.-M		
Venice Crossing.....	C.S.	246.8			Southern yard office.....	S	Y		
								2462	
				2472					
Brooklyn Yard.....	C.S.	247.0			Scale house.....	S	Y		
					Yard office.....	S	M-Y		
					Car Inspector's bldg.....	S	Y		
Bridge Jct..... Open day and night*	C.S.	S 248.0		2474	S. S.....	N	T.D.-M-Y		

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

TERRE HAUTE TO EVANSVILLE—CONTINUED

STATIONS	Office Calls	Miles from Terre Haute	SIGNALS		TELEPHONES			
			Single Track		LOCATION	Side of Track	LINE	
			Southward	Northward				
Washington.....	C.S.	WN	80.3			Freight office..... Station.....	W E	M T.D.-M
Chappell.....	C.S.		79.2	D INT.	INT. D	Booth, at B. & O. crossing.....	E	B
Maysville.....			80.1					
Thomas.....	C.S.		82.9			Booth, at north end of siding..... Booth, at south end of siding.....	E E	B B
Sandy Hook.....	C.S.		87.2			Booth, at M. P. 84-34..... On pole, at M. P. 86-34.....	W E	B B
Bennett.....	C.S.		91.4			On pole, at M. P. 89-1..... Booth, at south switch.....	E E	B B
Petersburg.....	C.S.	G	94.7			Booth, at wye switch..... Roundhouse..... Booth, at south end of engine track... Station..... Booth, at section house.....	E W W E E	B M-Y B-Y T.D.-M-Y Y
Ashby..... Open day and night	C.S.	BY	95.8	M.B.	M.B.	Trainmaster's Bldg..... Yardmen's booth..... Carmen's Bldg..... Booth, at south end of yard..... Booth, at M. P. 98-25.....	W W W E E	T.D.-M-Y-B Y M-Y Y B
Glezen.....			100.6					
Hosmer.....			101.1			Booth, at north end of siding..... Booth, at south end of siding.....	E E	B B
Little.....			101.6					
Oakland City..... Open day and night	C.S.	OD	106.6	D INT. M.B.	INT. M.B. D	Station..... North leg of wye.....	W E	T.D.-M-B B
Gray Jet.....	C.S.		107.6			Booth, at switch.....	E	B
Enosville.....	C.S.		110.3			A. W. & W. yard office.....	E	M
Coe.....			113.4					
Kerwin.....			118.9					
Gudgel.....	C.S.	GU	109.2			Booth, north end of siding..... Booth, south end of siding..... On pole, south yard limit.....	W E E	B B B
Somerville..... *Open 7:00 AM to 4:00 PM	C.S.	SR	111.2	M.B.	M.B.	Station.....	E	T.D.-M-B
Mackey.....			113.1					
Buckskin..... *Open day and night	C.S.	BK	115.3	D INT. M.B.	INT. M.B. D	Station..... Booth, Tecumseh line distant signal...	W N	T.D.-M-B M
Richards.....	C.S.		125.2			In booth, at west switch..... Office, Big Creek Coal Co.....	S S	M M
Tecumseh.....	C.S.		127.4			Scale house..... Mine office..... Booth, south end.....	W E W	M M M
Elberfeld..... *Open 8:00 AM to 5:00 PM	C.S.	BF	120.2	M.B.	M.B.	Station.....	W	T.D.-B
Ditney.....	C.S.		121.8			On pole, at wye switch.....	E	B
Ditney Hill.....	C.S.		123.1			In Scale House.....	E	B
Daylight.....			125.4					
Taylor..... *Open 8:00 AM to 5:00 PM	C.S.	S	130.9	M.B.	M.B.	Station.....	W	T.D.-B
Straight Line Jet.....			131.3			On pole, at switch.....	W	T.D.-B
Evansville..... Open day and night	C.S.	WD	132.1			C. & E. I. telegraph office.....	W	T.D.-B

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

DANVILLE TO EVANSVILLE

STATIONS	Office Calls	Miles from Danville	SIGNALS		TELEPHONES			
			Single Track		LOCATION	Side of Track	LINE	
			Southward	Northward				
Danville.....	C.S.				Station.....	W	M-Y	
					Freight house.....	E	M-Y	
Wyton..... Open day and night	C.S.	WG	0.9	INT.-M.B.	INT.-M.B.	S. S.....	W	T.D.-M-B-Y
						On pole, at south wye.....	W	Y
						On pole, at Refractories spur.....	W	B
Bemis..... Open day and night	C.S.	NY	4.3	M.B.	M.B.	S. S.....	W	T.D.-M-B-Y
				Single Track				
				Southward	Northward	Booth, at north end.....	E	Y
						On pole, at Hegler spur.....	W	Y
						Booth, at light hump.....	E	Y
						Scale house.....	E	Y
Lyons.....	C.S.	HF	5.3			Yard office.....	E	T.D.-M-B-Y
						Car Foreman's office.....	E	M-Y
						Roundhouse.....	E	M-Y
						Storeroom dugout.....	E	Y
						Booth, at south end of yard.....	E	B-Y
				D				
Westville.....	C.S.		6.8			Station.....	E	M
				Southward Track	Northward Track			
WR..... Open day and night	C.S.	WR	7.2	D	INT.-M.B.	S. S.....	E	T.D.-M-B-Y
				INT.-M.B.	INT.-M.B.			
				D	D			
Georgetown..... *Open 7:00 AM to 4:00 PM	C.S.	WN	11.4	M.B.	M.B.	Booth, at crossover.....	E	B
						Station.....	E	T.D.-M-B
Vermilion Grove.....			15.1					
Ridge Farm..... Open day and night	C.S.	RA	17.0	D	INT.-M.B.	S. S.....	E	T.D.-M-B
				INT.-M.B.	INT.-M.B.	Station.....	E	M
Wood Yard.....			19.1					
Scotts.....			20.9					
Chrisman.....	C.S.	MA	23.7	221		On pole, at distant signal.....	E	B
						Station.....	E	M-B
Rose..... Open day and night	C.S.	RS	23.9	INT.-M.B.	INT.-M.B.	S. S.....	W	T.D.-M-B
				Single Track				
				Southward	Northward			
					D	On pole, south end of siding.....	E	B
Edgar.....	C.S.		27.2					
Horace.....			29.6					
Wetzel.....	C.S.		30.7			Booth, north end of siding.....	W	B
						Booth, south end of siding.....	E	B
Harris.....			33.2					
				M.B.	M.B.	In booth, at M. P. 35-06.....	E	B
						In booth, north end of yard.....	E	Y
						In booth, at water tank.....	E	Y
						In booth, at Maple Ave.....	E	Y
						On pole, north end wye.....	E	Y
Midland..... Open day and night	C.S.	A	37.1	INT.-M.B.	INT.-M.B.	S. S.....	W	T.D.-M-B-Y
Paris..... Open 7:00 PM to 4:00 AM	C.S.	P				See St. Louis District.....		

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

DANVILLE TO EVANSVILLE—CONTINUED

STATIONS	Office Calls	Miles from Danville	SIGNALS		TELEPHONES			
			Single Track		LOCATION	Side of Track	LINE	
			Southward	Northward				
Midland (P.R.R. Xing) Control from Midland	C.S.		37.4	INT.-M.B.	INT.-M.B. D	Booth, at P. R. R. crossing..... On pole, at Jasper St. On pole at mile post 38-07..... On pole, south switch.....	E E E E	Y Y Y B
Oliver.....	C.S.	MR	45.5	M.B.	M.B.	Booth, at north switch..... S. S..... On pole, at crossover..... Booth, at south switch.....	W W W W	B T.D.-M-B B B
Marshall..... Open day and night	C.S.	M	52.7	^D INT.-M.B.	INT.-M.B. D	Booth, at north switch..... Station.....	E W	B T.D.-M-B
Ernst.....	C.S.		58.2	M.B.	M.B.	Pole box, north end of siding..... Booth, south end of siding.....	E E	B B
Snyder.....			60.6					
Walnut Prairie.....			63.4					
West Union..... *Open 8:00 AM to 5:00 PM	C.S.	UN	65.1	M.B.	M.B.	Station..... Booth, at north end of siding..... Booth, at south end of siding.....	E E E	T.D.-M-B B B
West York.....			68.2					
Dock..... *Open 8:00 PM to 5:00 AM	C.S.	GV	70.5	M.B.	M.B.	Booth, at north end of southward siding. S. S..... Booth, at water tank..... On pole, at C.I.P.S. switch..... Booth, at south end of northward siding	E E E E E	B T.D.-M-B B B B B
North Hutsonville.....			71.0					
Hutsonville..... *Open 7:45 AM to 4:45 PM	C.S.	HO	72.4	M.B.	M.B.	Station.....	E	T.D.-M-B
Trimble.....	C.S.		76.3	M.B.	M.B.	On pole, at north end of siding..... Booth, at south end of siding.....	E E	B B
Robinson.....	C.S.		80.9			On pole, at house track..... Freight house..... Station.....	E W W	B M-Y Y
Owen..... Open day and night	C.S.	KX	81.2	^D INT.-M.B.	INT.-M.B. D	S. S..... Booth, at south end of siding.....	W E	T.D.-M-B-Y B
Duncanville.....			85.0					
Dunn.....	C.S.		86.3	M.B.	M.B.	On pole, at north end of siding..... Booth, at south end of siding.....	E E	B B
Flat Rock..... *Open 7:00 AM to 4:00 PM	C.S.	FR	89.1	M.B.	M.B.	Station.....	W	T.D.-M-B
Birds..... *Open 7:00 AM to 4:00 PM	C.S.	BD	93.5	M.B.	M.B.	On pole, at north end of siding..... Booth, at south end of siding..... Station.....	W E W	B B T.D.-M-B
Pinkstaff.....	C.S.		96.5			Booth, at north end of siding..... On pole, at south end of siding.....	E W	B B
Lawrenceville.....	C.S.	F	101.2	^D M.B.	M.B.	On pole, at mile post 100-22..... Freight house..... On pole, south of station.....	E E E	B M-Y Y
Lawrenceville Jct..... Open day and night	C.S.	WC	102.0	INT.-M.B. M.B.	INT.-M.B. M.B. 1042	Yard office..... S. S..... Switchmen's building..... Booth, south end of yard..... On pole, south end of siding.....	E W E E E	M-Y T.D.-M-B-Y Y Y B

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

DANVILLE TO EVANSVILLE—CONTINUED

STATIONS	Office Calls	Miles from Danville	SIGNALS		TELEPHONES			
			Single Track		LOCATION	Side of Track	LINE	
			Southward	Northward				
Billet.....	C.S.		106.3			Booth, at north end of siding..... On pole, south end of siding.....	W E	B B
St. Francisville..... Open day and night	C.S.	SN	111.4	M.B.	M.B.	On pole, at north end of siding..... Station.....	E W	B T.D.-M-B
Allendale..... *Open 7:00 AM to 4:00 PM	C.S.	DA	116.9	M.B.	M.B.	Station..... Booth, at north end of siding..... On pole, at south end of siding.....	E E W	T.D.-M-B B B
Patton.....	C.S.		120.7			Booth, at north end of siding..... On pole, at south end of siding.....	E E	B B
Cherry.....	C.S.		124.5	D M.B.	M.B.	Booth, at switch.....	E	B
Mt. Carmel..... Open day and night	C.S.	DG	125.5	M.B.	M.B.	Station..... Freight house..... On pole, at Walnut St..... Carpenter shop..... Roundhouse..... Storeroom..... Car Foreman's office..... On pole, at ice plant.....	E E E E E E W	T.D.-M-B-Y M-Y B-Y M-Y T.D.-M-Y M-Y M-Y Y
TJ..... Open day and night	C.S.	TJ	126.3	INT.-M.B.	INT.-M.B.	Yard office..... S. S..... Booth, Middle yard.....	E E W	T.D.-M-Y T.D.-M-Y-B Y
YD.....	C.S.	YD	127.4			Booth, at Evansville Line Jct..... Booth, at Wabash River.....	E W	B. Y. T.D.-M
Skelton.....	C.S.		131.0			On pole, at platform.....	W	T.D.-M
Johnson..... *Open 6:15 AM to 3:15 PM	C.S.	J	136.3	T.O.	T.O.	Station..... On pole, outside depot.....	E W	T.D.-M T.D.-M
Antioch.....	C.S.		139.7			On pole, at platform.....	W	T.D.-M
Cynthiana.....	C.S.		143.2			On pole, at station.....	W	T.D.-M
Nisbet.....	C.S.		147.0			On pole, at station.....	W	T.D.-M
Harwood..... Open day and night	C.S.	KD	157.5	D INT.-T.O.	INT.-T.O. D	S. S..... Booth, at C. & E. I. Belt.....	E W	T.D.-M-Y Y
Eighth Ave..... Open day and night	C.S.		160.0		T.O.	S. S.....	W	T.D.-Y
Evansville..... Open day and night	C.S.	VR	160.3			General Agent's office..... L. & N. station..... L. & N. freight house.....		M T.D. M
Howell..... Open day and night	C.S.	Q	161.6			Yard office.....		T.D.

MT. CARMEL TO CAIRO

STATIONS	Office Calls	Miles from Danville	SIGNALS		TELEPHONES			
			Single Track		LOCATION	Side of Track	LINE	
			Southward	Northward				
YD.....	C.S.	YD	127.4		M.B.	On pole, south end of yard.....	E	B
Schrodt.....			129.5					
Keensburg..... *Open 6:00 AM to 3:00 PM	C.S.	KN	132.6	M.B.	M.B.	On pole, north end of siding..... Booth, at south end of siding..... Station.....	W E E	B B T.D.-M-B
Cowling.....	C.S.		137.5			On pole, north end of siding..... On pole, south end of siding.....	W W	B B

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

MT. CARMEL TO CAIRO—CONTINUED

STATIONS	Office Calls	Miles from Danville	SIGNALS		TELEPHONES			
			Single Track		LOCATION	Side of Track	LINE	
			Southward	Northward				
Grays Open day and night	C.S.	JC	141.6	1401 INT.-M.B.	INT.-M.B.	S. S..... On pole, south end of siding	E E	T.D.-M-B-Y Y
Grayville.....	C.S.		142.4			Station.....	E	M-Y
Calvin.....			146.3					
Crossville..... *Open 6:30 AM to 3:30 PM	C.S.	SY	150.4	M.B.	M.B.	Booth, north end Warren track..... Booth, north end of southward siding.. Station..... Booth, opposite station..... Booth, south end of northward siding..	E E E W E	B B T.D.-M-B B B
Simpson.....			154.4					
Carmi..... Open day and night	C.S.	CA	157.8	D INT.-M.B. M.B.	INT.-M.B. M.B.	On pole, southward home signal..... Station..... On pole, north end of siding..... Freight house..... Booth, south end of siding.....	W E E E E	B T.D.-M-B B M-B B
Brownsville.....			163.4					
Bond.....	C.S.		164.5			Booth, north end of siding..... On pole, south end of siding	E E	B B
Norris City..... *Open 7:00 AM to 4:00 PM	C.S.	NR	169.8	D INT.-M.B.	INT.-M.B. D	On pole, north end of siding..... Booth, at crossover..... Station.....	W E W	B B T.D.-M-B
Gossett.....	C.S.		173.8	M.B.	M.B.	Booth, north end of siding..... On pole, south end of siding	W E	B B
Texas City.....	C.S.		177.7			Booth, north end of siding.....	W	B
Eldorado..... Open day and night	C.S.	DO	182.8	D INT.-M.B.	INT.-M.B. D	S. S..... Freight house..... Booth, at crossover..... Booth, at I. C. Jct..... Booth, south end of yard..... Booth, at Wasson Mine No. 1..... On pole, at Rex Mine.....	W E W W E E W	T.D.-M-B M B B B B B
Harrisburg Yard..... Open day and night	C.S.	HB	188.7	M.B.	M.B.	S. S..... Booth, at coal dock..... Roundhouse..... Car Foreman's office..... Switchtender's booth..... Scale house..... Yardmaster's office.....	E E W W W W W	T.D.-M-B-Y Y M-Y M-Y Y M-Y T.D.-M-Y
Harrisburg.....	C.S.		190.4			Freight house..... Station..... Pole box, south of station..... On pole, at No. 4 switch.....	W W W E	M-Y M-Y-B Y Y
Ledford.....			194.2			On pole, south end of siding.....	W	T.D.-B
Carrier Mills..... *Open 7:00 AM to 4:00 PM	C.S.	MS	197.4	M.B.	M.B.	Station.....	E	T.D.-B
Blue Bird Lead.....	C.S.		198.6			On pole, at switch.....	E	T.D.-B
Stonefort.....	C.S.		203.9	M.B.	M.B.	Station.....	E	T.D.-B
New Burnside..... *Open 8:00 AM to 5:00 PM	C.S.	B	208.4	M.B.	M.B.	Station..... In box, on front of station.....	E E	T.D.-B T.D.-B
Parker.....	C.S.		210.2			Booth, on platform.....	W	T.D.-B

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

MT. CARMEL TO CAIRO—CONTINUED

STATIONS	Office Calls	Miles from Danville	SIGNALS		TELEPHONES			
			Single Track		LOCATION	Side of Track	LINE	
			Southward	Northward				
Tunnel Hill *Open 8:00 AM to 5:00 PM	C.S.	BR	214.6	M.B.	M.B.	Station..... Pole Box, opposite station.....	W E	T.D.-B T.D.-B
Bloomfield.....			221.5					
Vienna *Open 7:00 AM to 4:00 PM	C.S.	W	224.2	M.B.	M.B.	Station..... Pole box, on front of station.....	W W	T.D.-B T.D.-B
Forman.....	C.S.		229.8	D INT.	INT. D	On pole, C. B. & Q. crossing.....	E	T.D.-B
Belknap.....	C.S.		231.9			Old station.....	E	T.D.-B
Karnak *Open 7:00 AM to 4:00 PM	C.S.	ON	234.7	M.B.	M.B.	Station.....	E	T.D.-B
Grand Chain.....	C.S.		238.6			On pole, north end of platform.....	E	T.D.-B
Olmsted *Open 7:00 AM to 4:00 PM	C.S.	J	244.8	M.B.	M.B.	Station..... Booth, south end of siding.....	E E	T.D.-B T.D.-B
Mound City *Open 7:00 AM to 4:00 PM	C.S.	MC	252.7	M.B.	M.B.	Station..... On side of station.....	W W	T.D.-B T.D.-B
Cairo Yard.....	C.S.		259.4			Booth, north end of yard..... Yard office.....	W E	Y Y
Cairo *Open day and night	C.S.	UR	260.4			Station.....		T.D.-Y-B

EAST ALTON TO ALTON

STATIONS	Office Calls	Miles from Indianapolis	SIGNALS		TELEPHONES			
			Single Track		LOCATION	Side of Track	LINE	
			Westward	Eastward				
East Alton *Open day and night	C.S.		241.2	T.O.	T.O.	Station.....	N	T.D.-M-B
Washington St.....			244.4					
Alton.....	C.S.		245.3			Freight house.....	N	M

ST. FRANCISVILLE TO VINCENNES

STATIONS	Office Calls	Miles from St. Francisville	SIGNALS		TELEPHONES			
			Single Track		LOCATION	Side of Track	LINE	
			Southward	Northward				
St. Francisville Open day and night	C.S.	SN		T.O.	T.O.	Station.....	W	T.D.-M-B
Brevoorts.....			5.0					
South Vincennes.....			7.6					
Vincennes.....			10.8			Penna. R. R. station.....	E	Ill. Com.

ABBREVIATIONS

Communicating station.....	C.S.	Train order or block office closed Sunday.....	*
Signal station.....	S.S.	Train dispatching.....	T.D.
Automatic.....	Number	Message.....	M
Manual block.....	M.B.	Block.....	B
Train order.....	T.O.	Yard.....	Y
Interlocking.....	INT.	North.....	N
R. R. Grade Crossing.....	X	South.....	S
Switch.....	SW	East.....	E
Distant.....	D	West.....	W
Advance block signal.....	ADV.		

Signal numbers in **Bold Face Type** indicate reverse traffic signals.

SIGNAL ASPECTS, SIGNAL INDICATIONS & SIGNAL RULES.

THE FOLLOWING SPECIAL SIGNAL ASPECTS, SIGNAL INDICATIONS & SIGNAL RULES ARE IN EFFECT



FIG. 48
RULE 281
PROCEED



FIG. 59 B
RULE 281 B
PROCEED: APPROACHING
NEXT SIGNAL AT LIMITED
SPEED



FIG. 59 C
RULE 281 C
PROCEED: LIMITED
SPEED WITHIN
INTERLOCKING
LIMITS

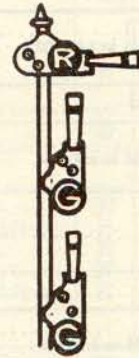


FIG. 59 D
RULE 281 C
PROCEED: LIMITED SPEED
WITHIN INTERLOCKING
LIMITS



THIS UNIT LIGHTED
ONLY WHEN RULE
284, FIG. 86 IS
DISPLAYED.

FIG. 86
RULE 284

PROCEED: APPROACHING NEXT
SIGNAL AT SLOW SPEED. TRAIN
EXCEEDING MEDIUM SPEED
MUST AT ONCE REDUCE TO
THAT SPEED



FIG. 102
RULE 285 A

PROCEED: APPROACHING INTERVENING
SWITCHES AT RESTRICTED SPEED,
PREPARED TO STOP AT NEXT SIGNAL.
TRAINS EXCEEDING MEDIUM SPEED
MUST AT ONCE REDUCE TO THAT SPEED.
REDUCTION TO MEDIUM SPEED MUST
COMMENCE BEFORE PASSING SIGNAL &
BE COMPLETED BEFORE ACCEPTING
A MORE FAVORABLE INDICATION

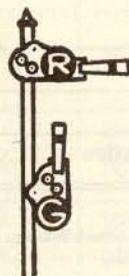


FIG. 117
RULE 287
PROCEED: SLOW SPEED
WITHIN INTERLOCKING
LIMITS.

THIS UNIT LIGHTED
ONLY WHEN TAKE
SIDING INDICATION
IS DISPLAYED.



FIG. 180
RULE 290
WITH TAKE SIDING INDICATION
BE GOVERNED BY BLOCK SIGNAL
INDICATION, OPEN SWITCH &
PROCEED INTO SIDING

SIGNAL ASPECTS, SIGNAL INDICATIONS & SIGNAL RULES.
THE FOLLOWING SPECIAL SIGNAL ASPECTS, SIGNAL INDICATIONS & SIGNAL
RULES ARE IN EFFECT.

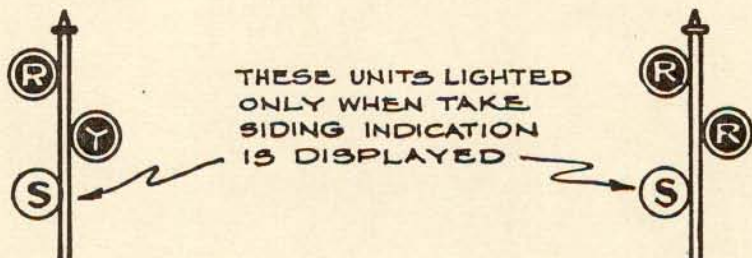


FIG. 283
 RULE 290

WITH TAKE SIDING INDICATION
 BE GOVERNED BY BLOCK
 SIGNAL INDICATION, OPEN
 SWITCH & PROCEED INTO
 SIDING

FIG. 284 A
 RULE 291

WITH TAKE SIDING INDICATION
 BE GOVERNED BY BLOCK
 SIGNAL INDICATION, OPEN
 SWITCH & PROCEED INTO
 SIDING.

SPEED TABLE

NOTE—This table is for information only and does not authorize exceeding speed limitations of special instructions or however issued.

Time per Mile.	Miles per Hour.	Time per Mile.	Miles per Hour.	Time per Mile.	Miles per Hour.	Time per Mile.	Miles per Hour.
0 min. 36 sec.	100.00	1 min. 30 sec.	40.00	2 min. 24 sec.	25.00	3 min. 18 sec.	18.18
0 " 37 "	97.30	1 " 31 "	39.56	2 " 25 "	24.83	3 " 19 "	18.09
0 " 38 "	94.74	1 " 32 "	39.13	2 " 26 "	24.66	3 " 20 "	18.00
0 " 39 "	92.31	1 " 33 "	38.71	2 " 27 "	24.49	3 " 21 "	17.91
0 " 40 "	90.00	1 " 34 "	38.30	2 " 28 "	24.32	3 " 22 "	17.82
0 " 41 "	87.80	1 " 35 "	37.89	2 " 29 "	24.16	3 " 23 "	17.73
0 " 42 "	85.71	1 " 36 "	37.50	2 " 30 "	24.00	3 " 24 "	17.65
0 " 43 "	83.72	1 " 37 "	37.11	2 " 31 "	23.84	3 " 25 "	17.56
0 " 44 "	81.82	1 " 38 "	36.73	2 " 32 "	23.68	3 " 26 "	17.48
0 " 45 "	80.00	1 " 39 "	36.36	2 " 33 "	23.53	3 " 27 "	17.39
0 " 46 "	78.26	1 " 40 "	36.00	2 " 34 "	23.38	3 " 28 "	17.31
0 " 47 "	76.60	1 " 41 "	35.64	2 " 35 "	23.23	3 " 29 "	17.22
0 " 48 "	75.00	1 " 42 "	35.29	2 " 36 "	23.08	3 " 30 "	17.14
0 " 49 "	73.47	1 " 43 "	34.95	2 " 37 "	22.93	3 " 31 "	17.06
0 " 50 "	72.00	1 " 44 "	34.62	2 " 38 "	22.78	3 " 32 "	16.98
0 " 51 "	70.59	1 " 45 "	34.29	2 " 39 "	22.64	3 " 33 "	16.90
0 " 52 "	69.23	1 " 46 "	33.96	2 " 40 "	22.50	3 " 34 "	16.82
0 " 53 "	67.92	1 " 47 "	33.64	2 " 41 "	22.36	3 " 35 "	16.74
0 " 54 "	66.67	1 " 48 "	33.33	2 " 42 "	22.22	3 " 36 "	16.67
0 " 55 "	65.45	1 " 49 "	33.03	2 " 43 "	22.08	3 " 37 "	16.59
0 " 56 "	64.29	1 " 50 "	32.73	2 " 44 "	21.95	3 " 38 "	16.51
0 " 57 "	63.16	1 " 51 "	32.43	2 " 45 "	21.82	3 " 39 "	16.44
0 " 58 "	62.07	1 " 52 "	32.14	2 " 46 "	21.69	3 " 40 "	16.36
0 " 59 "	61.02	1 " 53 "	31.86	2 " 47 "	21.56	3 " 41 "	16.29
1 " 0 "	60.00	1 " 54 "	31.58	2 " 48 "	21.43	3 " 42 "	16.22
1 " 1 "	59.02	1 " 55 "	31.30	2 " 49 "	21.30	3 " 43 "	16.14
1 " 2 "	58.06	1 " 56 "	31.03	2 " 50 "	21.18	3 " 44 "	16.07
1 " 3 "	57.14	1 " 57 "	30.77	2 " 51 "	21.05	3 " 45 "	16.00
1 " 4 "	56.25	1 " 58 "	30.51	2 " 52 "	20.93	3 " 46 "	15.93
1 " 5 "	55.38	1 " 59 "	30.25	2 " 53 "	20.81	3 " 47 "	15.86
1 " 6 "	54.55	2 " 0 "	30.00	2 " 54 "	20.69	3 " 48 "	15.79
1 " 7 "	53.73	2 " 1 "	29.75	2 " 55 "	20.57	3 " 49 "	15.72
1 " 8 "	52.94	2 " 2 "	29.51	2 " 56 "	20.45	3 " 50 "	15.65
1 " 9 "	52.17	2 " 3 "	29.27	2 " 57 "	20.34	3 " 51 "	15.58
1 " 10 "	51.43	2 " 4 "	29.03	2 " 58 "	20.22	3 " 52 "	15.52
1 " 11 "	50.70	2 " 5 "	28.80	2 " 59 "	20.11	3 " 53 "	15.45
1 " 12 "	50.00	2 " 6 "	28.57	3 " 0 "	20.00	3 " 54 "	15.38
1 " 13 "	49.31	2 " 7 "	28.35	3 " 1 "	19.89	3 " 55 "	15.32
1 " 14 "	48.65	2 " 8 "	28.12	3 " 2 "	19.78	3 " 56 "	15.25
1 " 15 "	48.00	2 " 9 "	27.91	3 " 3 "	19.67	3 " 57 "	15.19
1 " 16 "	47.37	2 " 10 "	27.69	3 " 4 "	19.57	3 " 58 "	15.13
1 " 17 "	46.75	2 " 11 "	27.48	3 " 5 "	19.46	3 " 59 "	15.06
1 " 18 "	46.15	2 " 12 "	27.27	3 " 6 "	19.35	4 " 0 "	15.00
1 " 19 "	45.57	2 " 13 "	27.07	3 " 7 "	19.25	4 " 17 "	14.00
1 " 20 "	45.00	2 " 14 "	26.87	3 " 8 "	19.15	4 " 36 "	13.00
1 " 21 "	44.44	2 " 15 "	26.67	3 " 9 "	19.05	5 " 0 "	12.00
1 " 22 "	43.90	2 " 16 "	26.47	3 " 10 "	18.95	5 " 27 "	11.00
1 " 23 "	43.37	2 " 17 "	26.28	3 " 11 "	18.85	6 " 0 "	10.00
1 " 24 "	42.86	2 " 18 "	26.09	3 " 12 "	18.75	6 " 40 "	9.00
1 " 25 "	42.35	2 " 19 "	25.90	3 " 13 "	18.65	7 " 30 "	8.00
1 " 26 "	41.86	2 " 20 "	25.71	3 " 14 "	18.56	8 " 34 "	7.00
1 " 27 "	41.38	2 " 21 "	25.53	3 " 15 "	18.46	10 " 0 "	6.00
1 " 28 "	40.91	2 " 22 "	25.35	3 " 16 "	18.37	12 " 0 "	5.00
1 " 29 "	40.45	2 " 23 "	25.17	3 " 17 "	18.27		

ILLINOIS DIVISION

- LEGEND**
- SINGLE TRACK
 - +— TWO TRACKS
 - TRACKAGE RIGHTS
 - - - - OTHER DIVISIONS AND FOREIGN ROADS

