

SURGEONS AND PHYSICIANS

Astoria, Ill.....	Dr. H. T. BAXTER.....	Surgeon.
Beardstown, Ill.....	Dr. B. A. DeSULIS.....	Surgeon and Examiner.
Beardstown, Ill.....	Dr. T. G. CHARLES.....	Surgeon.
Beardstown, Ill.....	Dr. R. D. BURLEY.....	Surgeon.
Bushnell, Ill.....	Dr. B. ROAN.....	Surgeon.
Centralia, Ill.....	Dr. H. D. GILLETTE.....	Surgeon and Examiner.
Centralia, Ill.....	Dr. J. C. HALL.....	Surgeon.
Centralia, Ill.....	Dr. M. K. HIRSHFELDER.....	Eye Specialist.
Christopher, Ill.....	Dr. W. W. SHEERER.....	Surgeon.
Christopher, Ill.....	Dr. L. L. LOVE.....	Surgeon.
East Alton, Ill.....	Dr. L. D. ARCHER.....	Surgeon.
E. St. Louis, Ill.....	Dr. O. J. CULBERTSON.....	Surgeon.
Girard, Ill.....	Dr. H. A. FINNEY.....	Surgeon.
Herrin, Ill.....	Dr. F. C. MURRAH.....	Surgeon and Examiner.
Jacksonville, Ill.....	Dr. F. A. NORRIS.....	Surgeon.
Jacksonville, Ill.....	Dr. A. G. SCHULTZ.....	Eye Specialist.
Litchfield, Ill.....	Dr. C. H. SIHLER.....	Surgeon.
Metropolis, Ill.....	Dr. G. F. CUMMINS.....	Surgeon.
Monmouth, Ill.....	Dr. H. G. EBERSOLE.....	Surgeon.
Monmouth, Ill.....	Dr. J. L. SHERRICK.....	Surgeon.
Paducah, Ky.....	Dr. W. P. SIGHTS.....	Surgeon and Examiner.
St. Louis, Mo.....	Dr. R. A. SUTTER.....	Surgeon and Examiner.
St. Louis, Mo.....	Dr. P. HEINBECKER.....	Surgeon.
St. Louis, Mo.....	Dr. O. B. BOYD.....	Surgeon.
St. Louis, Mo.....	Dr. R. C. McELVAIN.....	Surgeon.
St. Louis, Mo.....	Dr. R. E. MASON.....	Eye Specialist.
Valler, Ill.....	Dr. L. L. LOVE.....	Surgeon.
Virden, Ill.....	Dr. F. E. ANSPAUGH.....	Surgeon.
West Frankfort, Ill.....	Dr. C. H. WILLIAMS.....	Surgeon.
Whitehall, Ill.....	Dr. F. McLAREN.....	Surgeon.

Whenever any person other than a trespasser sustains injuries on Company property, requiring immediate medical attention, the nearest Company Surgeon should be summoned by the officer or employe of highest rank present.

In case of emergency when the attendance of the Company Surgeon cannot be had at once, the most available surgical aid should be called to serve until the Company Surgeon arrives. No important surgical operation should be made previous to the arrival of the Company Surgeon, except such as may be required for the immediate safety of the patient.

In case of injury to trespassers, a physician—the Company Surgeon when available—should be summoned only in case the injury renders the patient incapable of seeking medical attention himself. An Injured trespasser should not, except in emergency, be removed from the county in which the injury occurs, but arrangements should be made to turn the patient over to the county authorities in case he cannot provide for his own care after emergency service has been rendered.

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

Dr. R. B. KEPNER
Chief Medical Officer
Chicago, Illinois

H. E. HINSHAW, General Manager, Chicago, Ill.
W. R. EBLE, General Superintendent, Galesburg, Ill.
C. W. DENTNER, Superintendent, Galesburg, Ill.
A. E. WAY, Assistant Superintendent, Centralia, Ill.
W. B. SIMMONS, General Superintendent Transportation, Chicago, Ill.

Chicago, Burlington & Quincy Railroad Company

LINES EAST OF THE MISSOURI RIVER

TIME TABLE

OF THE
12
BEARDSTOWN
DIVISION

OF THE
2
EASTERN DISTRICT

No. 12

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

SUNDAY, FEBRUARY 10, 1952

DESTROY ALL TIME TABLES OF PREVIOUS DATE

This Time Table is for the exclusive use and guidance of the employes concerned, who must carry in addition thereto the Book of Rules of the Operating Department.

Rio and Beardstown—Subdivision

BEARDSTOWN DIVISION.

TIME TABLE No. 12.

EFFECTIVE FEBRUARY 10, 1952.

SOUTHWARD				Office Open Week Days Except Saturday	Signs	Distance from Rio	STATIONS	Distance from St. Louis	M. P. Location	Capacity of		Office Open Saturday and Sunday	NORTHWARD			
SECOND CLASS		FIRST CLASS								Daily Passenger	Monday Thursday Mixed		Siding	Other Tracks	FIRST CLASS	SECOND CLASS
Tuesday Friday Mixed	Daily Passenger	Daily Passenger	Daily Passenger												Daily Passenger	Monday Thursday Mixed
96	48												47	97		
A.M. L 7.00				7:00 a.m. to 4:00 p.m.	B.R.Y. Yd.		..... RIO	206.86	210.54		15	Closed.		P.M. A 2.30	
s 7.15				8:30 a.m. to 5:30 p.m.		4.36	... NORTH HENDERSON ...	202.50	206.22		30	Closed.	s 2.00			
s 7.30				8:00 a.m. to 5:00 p.m.		9.06	..... ALEXIS	197.80	201.54		28	Closed.	s 1.45		
s 7.50				No Office		15.01	..... GERLAW	191.85	195.53		22	No Office	s 1.30		
				Continuous	O.W.Y. Yd.	21.48	.. M. & St. L. Crossing (Grade) ..	185.48	189.16							
s 8.30				Continuous		21.48	..... MONMOUTH	185.38	189.06	Yd.	Yd.	Continuous.	s 1.15		
s 8.45				No Office		27.58	..... LARCHLAND	179.28	182.96		21	No Office	s 12.30		
s 9.05				8:30 a.m. to 5:30 p.m.		33.69	..... ROSEVILLE	173.17	176.85		59	Closed.	s 12.15		
s 9.20				8:30 a.m. to 5:30 p.m.		38.45	..... SWAN CREEK	168.41	172.09		40	Closed.	P.M. s 11.45		
s 9.30				No Office		40.46	..... YOUNGSTOWN	166.40	170.07		7	No Office	s 11.30		
s 9.45				No Office		44.68	..... WALNUT GROVE	162.18	165.87		31	No Office	s 11.15		
s 10.00				Continuous	C.K. R.W.Y. Yd.	50.10	Galesburg Div. Crossing (Interl.)	156.76	160.37	Yd.	Yd.	Continuous	11.00			
10.30				Continuous		50.10	..... BUSHNELL						s 10.30		
s 11.00				8:00 a.m. to 5:00 p.m.		59.47	..... T. P. & W. Crossing (Interl.) ..						s 10.00		
s 11.30				7:30 a.m. to 4:30 p.m.		64.91	..... ADAIR	147.39	151.32		43	Closed.			
- P.M. -				7:30 a.m. to 4:30 p.m.		64.91	..... TABLE GROVE	141.95	145.87		53	Closed.	s 9.30		
A 12.01 P.M.				8:30 a.m. to 12:30 a.m.	B.W.Y. E. Yd.	70.19	..... VERMONT	136.67	140.60	Yd.	Yd.	8:30 a.m. to 12:30 a.m.	A P.M. 1.55	L 9.00 A.M.	
				8:00 a.m. to 5:00 p.m.		76.86	..... ASTORIA	130.00	133.60	35	56	Closed.	s 48 1.35		
				No Office	F	81.25	..... BADER	125.61	129.38	25		No Office	s 1.21		
				No Office		84.66	..... BROWNING	122.20	125.96	40	18	No Office	s 1.15		
				No Office	F	89.80	..... FREDERICK	117.06	120.78	27		No Office	s 1.07		
				Continuous	B.C.K. R.T. W.Yd.	93.69	..... BEARDSTOWN	113.17	116.94	Yd.	Yd.	Continuous	L 1.00 P.M.		
				No Office	B.K. O.R. Yd.	94.69	..... BEARDSTOWN YARD	112.17	115.89	Yd.	Yd.	No Office			
5:01 14.0							..... SCHEDULED TIME						0:55 24.2	5:30 14.0	
							... AVERAGE MILES PER HOUR ...									

FOOTNOTES ON PAGE 3.

Rio and Beardstown—Subdivision.

BEARDSTOWN DIVISION.

TIME TABLE No. 12.

EFFECTIVE FEBRUARY 10, 1952.

FOOTNOTES

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

Rules D-251, D-252, D-253 and D-254 in effect between Bushnell and Vermont.

Manual Block System; Rule 318(B) in effect between Rio and Bader; Browning and Illinois River Bridge, Beardstown; West track between Illinois River Bridge and Vermont.

Automatic Block System in effect between Bader and Browning

Double Track: Between Bushnell and crossover at Vermont Depot; M. P. 116.25 and Beardstown Yard.

Centralized Traffic Control in effect between interlocking home signal at south end of Illinois River Bridge and M. P. 116.25, Beardstown.

Between Vermont and Illinois River Bridge, Beardstown, there are two main tracks.

East track will be used by No. 47, No. 48, northward local extras and southward freight trains.

West track will be used by northward freight trains on authority Clearance Form A. Southward trains will use West track by train order authority only.

Southward trains will cross over to East track north of depot, Vermont.

Station signals protect turnout and crossover movements at Vermont.

No train order signal governing southward trains at Vermont. Conductors and Enginemen must have Clearance Form A when operator on duty.

Rule 907 in effect between Rio and Bushnell and will apply to northward trains on East track from north yard limit sign Beardstown to south yard limit sign, Vermont.

Register station, Vermont for No. 47, No. 48, No. 97 and No. 96.

Stewart Siding on West track at M. P. 129, capacity 77 cars.

Trains may register by ticket at Bushnell and Vermont.

Register Station: Beardstown Depot for passenger trains; Beardstown Yard for other trains.

Normal position of spring switch at end of double track, south of 15th Street, Beardstown is for southward trains.

Draw Bridge 117.35 over Illinois River at Beardstown, Interlocked.

The movement of trains over Illinois River Bridge, Beardstown, will be governed in either direction by signal indication, regardless of superiority.

No train order signal Beardstown. Conductors and Enginemen must have Clearance Form A.

No train order signal Bushnell. Conductors and Enginemen must have Clearance Form A.

No train order signal Rio. Conductors and Enginemen must have Clearance Form A when operator on duty.

No train order signal Monmouth. Conductors and Enginemen must obtain Clearance Form A at Costello Tower.

Local extra leaves Vermont about 1:00 P. M. Tuesday, Wednesday and Friday for Beardstown.

Local extra leaves Beardstown about 7:00 A. M. Monday, Wednesday and Thursday for Vermont.

No. 61 leaves Beardstown Yard 6:15 P.M. daily via West track.
Arrives Bushnell 8:00 P. M.

No. 73 leaves Beardstown Yard 6:45 P. M. daily via West track.
Arrives Bushnell 8:30 P. M.

No. 62 leaves Bushnell 5:45 A. M. daily via East track from Vermont.
Arrives Beardstown Yard 7:45 A. M.

No. 70 leaves Bushnell 6:45 A. M. daily via East track from Vermont.
Arrives Beardstown Yard 8:15 A. M.

Beardstown and St. Louis—Subdivision

BEARDSTOWN DIVISION.

TIME TABLE No. 12.

EFFECTIVE FEBRUARY 10, 1952

SOUTHWARD				Office Open Week Days Except Saturday	Signs	Distance from Beardstown	STATIONS				M. P. Location	Capacity of		Office Open Saturday and Sunday	NORTHWARD		
SECOND CLASS		FIRST CLASS					Siding	Other Tracks	FIRST CLASS			SECOND CLASS					
Daily Mdse.	Daily Passenger	Daily Ex. Sunday Passenger	Daily Passenger						Daily Passenger	Daily Ex. Sunday Passenger		Daily Mdse.					
62	48	12					.....	116 94	Yd.	Yd.	Continuous	47	11	61		
	P.M. L 2:08	A.M. L 6:45	Continuous	B.C.K. R.T. W.Yd.		.....	BEARDSTOWN				Continuous	P.M. A 12:45	P.M. A 6:45			
	A.M. L 8:30		No Office	B.K.O. R.Yd.	1.00	.....	- 1 00 BEARDSTOWN YARD	115 94	Yd.	Yd.	No Office			P.M. A 5:50		
	f 2:18	f 6:56	No Office	F.	6.72	.....	5 72 HAGENER	110 23		12	No Office	f 12:31	6:30			
			No Office		8.77	.....	2 05 FRAZIER	108 18			No Office					
	s 2:22	s 7:04	7:00 a.m. to 4:00 p.m.		10.32	.....	1 56 ARENZVILLE	106 62		41	Closed	s 12:25	s 6:25			
			No Office		12.84	.....	2 52 GIBBS	104 99			No Office					
9.05	s 2:32	A 7:13 A.M.	★	B.R. W.Y.Yd	14.84	.....	2 00 CONCORD	102 10	34	Yd.	★	s 12:14	L 6:17 P.M.	5.05		
9.14	s 2:40		Continuous	Y.	19.03	.....	4 19 CHAPIN Wabash Crossing (Interlocked)	97.97	31	48	Continuous	s 12:06 P.M.		4.40		
	f 2:46		No Office	F.	22.72	.....	3 69 MERRITT	94 23		14	No Office	s 11:56				
9.24	s 2:50		8:30 a.m. to 5:30 p.m.		24.17	.....	1 45 RIGGSTON	92.77	18	22	Closed	s 11:52		4.28		
9.34	s 2:59		7:30 a.m. to 4:30 p.m.		29.21	.....	5 04 WINCHESTER	87.73	24	45	Closed	s 11:43		4.18		
9.46	s 3:08		8:30 a.m. to 5:30 p.m.		35.26	.....	6 05 ALSEY	81.76	26	28	Closed	s 11:34		4.02		
	s 3:20		No Office		41.07	.....	5 81 WEST ROODHOUSE	75.90			No Office	s 11:25				
					41.70	.....	0 63 GM&O Crossing (Auto. Interl.)	75.27								
					43.61	.....	1 91 GM&O Crossing (Auto. Interl.)	73.33								
					44.24	.....	0 63 WHITEHALL	72.70	31	52	8:30 a.m. to 5:30 p.m.	s 11:18		48 3:35		
10.05	s 3:35		8:30 a.m. to 5:30 p.m.	W.	51.49	.....	7 25 WRIGHTS	65.45	19	15	No Office	s 11:04		3.18		
10.18	s 3:44		No Office	F.	56.30	.....	4 81 GREENFIELD	60.64	29	55	Closed	s 10:55		3.08		
10.28	s 3:52		8:30 a.m. to 5:30 p.m.		61.41	.....	5 11 ROCKBRIDGE	55.53	26	30	Closed	s 10:46		2.58		
10.46	s 3:59		8:00 a.m. to 5:00 p.m.	C.W.	68.99	.....	7 58 MEDORA	47.95	25	29	Closed	s 10:38		2.42		
11.01	s 4:10		8:30 a.m. to 5:30 p.m.		73.17	.....	4 18 PIASA	43.74		4	No Office	s 10:29				
	f 4:16		No Office		78.33	.....	5 16 GM&O Crossing (Interlocked)	38.61			Continuous					
11.22	s 4:23		Continuous		78.45	.....	0 12 BRIGHTON	38.49	25	27	No Office	s 10:22		2.25		
			No Office		88.65	.....	10 20 ALTON HOSPITAL	28.28	28	Yd.	No Office	f 10:06		1.59		
					90.21	.....	1 56 N. Y. C. Crossing (Grade) ...	26.73								
11.45	s 4:45		★★	B.R. Y.Yd.	90.31	.....	0 10 EAST ALTON	26.63	Yd.	Yd.	★★	s 10:02		1.50		
					19.65	.....	.....								

Trains between East Alton and Bridge Jct. are governed by joint time table of N. Y. C. R. R. and G. M. & O. R. R.

P.M. A 12:30 P.M.	s 5:25	No Office	B.C. K.O.R. T.W.Yd.	109.96	.....	EAST ST. LOUIS	Yd.	Yd.	No Office	s 9:22	L 1:00 P.M.
					3.21	.....				

Trains between Bridge Jct. and Union Station, St. Louis, are governed by Rules of The Terminal Railroad Association.

A 5:45 P.M.	Continuous	B.K.R. Yd.	113.17	.....	ST. LOUIS	Continuous	L 9:04 A.M.		
4:00 27.2	3:37 31.3	0:28 31.7			.....		3:41 30.7	0:28 31.7	4:50 24.2

FOOTNOTES ON PAGE 5.

★Concord continuous except closed 10:30 P.M. Saturday to 6:30 A.M. Sunday and 10:30 P.M. Sunday to 6:30 A.M. Monday.
★★Continuous except closed Sunday.

Beardstown and St. Louis—Subdivision

BEARDSTOWN DIVISION.

TIME TABLE No. 12.

EFFECTIVE FEBRUARY 10, 1952.

FOOTNOTES

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

Single track: Between Concord and East Alton.

Double track: Between M. P. 116.25, Beardstown and Frazier; Gibbs and Concord.

Rules D-251, D-252, D-253 and D-254 in effect between M. P. 116.25 and [Frazier; Gibbs and Concord.

Manual Block System; Rule 318(B) in effect between M. P. 116.25 and Frazier; Gibbs and East Alton.

Centralized Traffic Control in effect between home signal south end Illinois River Bridge interlocking and M. P. 116.25; Frazier and Gibbs.

No train order signal East Alton. Conductors and Enginemen of northward trains must have Clearance Form A. When operator at East Alton not on duty, Clearance Form A must be obtained at Wann.

No train order signal Beardstown. Conductors and Enginemen must have Clearance Form A.

Register station: Beardstown Depot for passenger trains; Beardstown Yard for other trains.

Trains may register by ticket at Concord when office is open, will not register when office is closed unless so instructed by train dispatcher.

Register station: East St. Louis Yard for other than passenger trains.

Trains may register by ticket at East Alton.

Spring switches located Beardstown Yard; south end empty yard lead M. P. 114.2; north end load yard lead, M. P. 116.10.

Normal position of spring switch at end of double track south of 15th Street, Beardstown, is for southward trains.

Station signals protect turnout and crossover movements at Concord.

Normal position of junction switch at Concord is for Concord-Centralia Subdivision.

Barrow—M. P. 77.29. Flag stop for No. 47 and No. 48.

Kemper—M. P. 51.08. Flag stop for No. 47 and No. 48 for mail.

Local extra leaves Beardstown Yard about 5:00 A. M. Monday, Wednesday and Friday for East St. Louis.

Local extra leaves East St. Louis about 5:00 A. M. Tuesday, Thursday and Saturday for Beardstown Yard.

No. 70 leaves Beardstown Yard 9:00 A. M. daily.
Arrives Concord 9:30 A. M.

No. 73 leaves Concord 5:15 P. M. Daily.
Arrives Beardstown Yard 6:00 P. M.

Concord and Centralia—Subdivision

BEARDSTOWN DIVISION.

TIME TABLE No. 12.

EFFECTIVE FEBRUARY 10, 1952.

FOOTNOTES

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

Single track: Between M. P. 1.44 and Waverly; Girard and Shattuc; south crossover, Crooked Creek Bridge, M. P. 119.27 and south end Centralia Yard, M. P. 121.33.

Double track: Between Concord and M. P. 1.44; Waverly and Girard; Shattuc and south crossover, Crooked Creek Bridge, M. P. 119.27.

Rules D-251, D-252, D-253 and D-254 in effect between Concord and M. P. 1.44; Waverly and Girard; Shattuc and south crossover, Crooked Creek Bridge, M. P. 119.27.

Station signals protect turnout and crossover movements at Concord.

Rule 318(B) in effect between Concord and Centralia.

Conductors and Enginemen of trains to and from Concord and Centralia Subdivision will not require Clearance Form A at Concord when office is closed, also when office is open and train order signal displays a clear indication.

Trains may register by ticket at Concord when office is open, will not register when office is closed unless so instructed by train dispatcher.

Trains may register by ticket at Centralia Yard.

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

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

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

Spring switches at south end of sidings: Jacksonville, Franklin, Atwater, Litchfield, Walshville, Sorento, Ayers, Smithboro and Keyesport.

Local extra leaves Beardstown Yard about 8:00 A. M. Monday and Thursday for Litchfield. Carries passengers Concord to Litchfield.

Local extra leaves Beardstown Yard about 8:00 A. M. Wednesday for Jacksonville.

Local extra leaves Litchfield about 7:00 A. M. Tuesday and Friday for Beardstown Yard. Carries passengers Litchfield to Concord.

Local extra leaves Jacksonville about 1:00 P. M. Wednesday for Beardstown Yard.

Joy Prairie—M. P. 3.64. Flag stop for No. 12 and No. 11.

No. 70-A leaves North St. Louis 6:00 A. M. daily for Shattuc.
No. 73-A arrives North St. Louis 10:00 P. M. daily from Shattuc.

Concord and Centralia—Subdivision

BEARDSTOWN DIVISION.

TIME TABLE No. 12.

EFFECTIVE FEBRUARY 10, 1952.

SOUTHWARD			Office Open Week Days Except Saturday	Signs	Distance from Concord	STATIONS	M. P. Location	Capacity of		Office Open Saturday and Sunday	NORTHWARD		
SECOND CLASS		FIRST CLASS						FIRST CLASS			SECOND CLASS		
Daily Mds.	Daily Mds.	Daily Ex. Sunday Passenger						Daily Ex. Sunday Passenger	Daily Mds.		Daily Mds.		
70-A	70	12								11		73	73-A
	A.M. L 9:30	A.M. L 7:14	★	B.R.W. Y.Yd.		..... CONCORD		Yard	Yard	★	P.M. A 6:16	P.M. A 5:15	
	9:50	s 7:32	No Office	Yd.	10 29	Wabash Crossing (Interlocked)	10 15			No Office	s 6:01	4:55	
		f 7:42	Continuous		10 49	..... JACKSONVILLE	10 25	140	Yard	Continuous			
		s 7:50	No Office		10 59	GM&O Crossing (Interlocked)	10 36			No Office	f 5:47		
	10:10	s 7:59	7:30 a.m. to 4:30 p.m.	W.	17 40	PISGAH	17 32		19	Closed	s 5:39	4:30	
	10:20	s 8:07	6:30 a.m. to 10:00 p.m.		22 59	FRANKLIN	22 53	135	45	Closed	s 5:30	4:20	
	10:30	s 8:15	8:30 a.m. to 5:30 p.m.		28 46	WAVERLY	28 76		44	★★	s 5:18	4:10	
	10:38	s 8:25	No Office	C.W. Yd.	34 88	LOWDER	35 38		27	Closed	s 5:10	3:59	
		s 8:38	Continuous		39 79	VIRDEN	40 19	Yard	Yard	No Office	s 5:01	3:50	
	10:46	s 8:48	No Office		42 08	I. T. Crossing (Auto. Interl.)	42 48		15	Continuous	s 4:47	3:37	
	10:59	s 9:00	No Office	F.	43 48	GM&O Crossing (Interlocked)	44 47			No Office	f 4:40		
		s 9:12	No Office	F.	43 68	GIRARD	44 67	149		No Office	s 4:30	3:20	
	11:16	s 9:22	7:00 a.m. to 11:00 p.m.	B.K. T.W.Yd.	52 08	ATWATER	53 08			No Office	f 4:30	3:01	
		s 9:28	Continuous		56 98	BARNETT	57 96		9	No Office	s 4:17	3:01	
	11:30	s 9:34	No Office	F.	63 27	LITCHFIELD	64 25	150	Yard	★★★	s 4:10	2:50	
		s 9:45	Continuous		63 47	N. Y. C. Crossing (Interl.)	65 25			Continuous	f 3:56	2:35	
	11:40	s 9:54	No Office		64 47	Wab. and I. C. Crossing (Interl.)	65 35			No Office	s 3:45	2:22	
		s 10:01	Continuous		67 18	WALSHVILLE	72 06	140	15	No Office	s 3:35	2:02	
	11:52	s 10:05	No Office	F.	76 98	N.Y.C. & St.L. Crossing (Interl.)	77 96	160	50	Continuous	s 3:30	1:45	P.M. A 2:55
	12:05	s 10:12	No Office	F.	80 73	SORENTO	81 80		14	No Office	s 3:30	1:30	P.M. L 2:30
		s 10:21	Continuous		84 07	RENO	85 13	133	8	No Office	f 3:26	2:02	
	A 11:35	s 10:30	No Office	C.F.W.	84 07	AYERS	85 13			Continuous	s 3:19	1:45	P.M. A 2:55
		s 10:35	Continuous		91 99	P. R. R. Crossing (Interlocked)	93 19	156	31	Continuous	s 3:10	1:30	P.M. L 2:30
	A 11:55	s 10:45	No Office	F.	97 10	SMITHBORO	98 29		19	No Office	s 3:05	1:25	P.M. L 2:25
		s 10:50	No Office	F.	101 11	HOOKDALE	102 81		8	No Office	s 3:00	1:20	P.M. L 2:20
	12:23	s 10:55	8:30 a.m. to 5:30 p.m.	W.	103 33	TAMALCO	104 54	146	22	Closed	s 3:00	1:15	P.M. L 2:15
		s 10:58	No Office	F.	107 57	KEYSPORT	108 78		11	No Office	s 3:00	1:10	P.M. L 2:10
	A.M. L 11:35	s 10:58	Continuous		113 72	BOULDER	114 92		26	Continuous	s 3:00	1:05	P.M. L 2:05
		s 10:58	Continuous		119 82	SHATTUC	120 96	Yard	Yard	Continuous	s 3:00	1:00	P.M. L 2:00
	A.M. A 1:00	s 10:58	Continuous	B.C.K. R.O.T. W.Yd.	120 22	B. & O. Crossing (Interlocked)	120 96			Continuous	s 3:00	1:00	P.M. L 2:00
		s 10:58	No Office	B.K. Yd.		CENTRALIA YARD	121 42	Yard	Yard	No Office	L 2:55	0:25	P.M. L 2:30
	0:20 18.3	3:30 34.2	3:21 35.8			SOUTHERN RY. JCT.					P.M. L 2:55	0:25 15.8	
						CENTRALIA					P.M. L 2:55		
						SCHEDULED TIME					3:21 35.9	3:45 32.0	0:25 15.8
						... AVERAGE MILES PER HOUR ...							

FOOTNOTES ON PAGE 5.

- ★ Concord continuous except closed 10:30 P. M. Saturday to 6:30 A. M. Sunday and 10:30 P. M. Sunday to 6:30 A. M. Monday.
- ★★ Waverly open 6:30 A.M. to 3:30 P.M. Saturday. Closed Sunday.
- ★★★ Litchfield open 9:00 A.M. to 11:00 A.M. Saturday. Closed Sunday.

Centralia and Paducah—Subdivision.

BEARDSTOWN DIVISION.

TIME TABLE No. 12.

EFFECTIVE FEBRUARY 10, 1952

SOUTHWARD				Office Open Week Days Except Saturday	Signs	Distance from Concord	STATIONS			M. P. Location	Capacity of		Office Open Saturday and Sunday	NORTHWARD	
FIRST CLASS		Daily Mdse.	Daily Ex. Sunday Passenger				Siding	Other Tracks	FIRST CLASS						
14	12								11		15				
				Continuous	B.C.K.O. R.T.W. Yd.	118.92	..... CENTRALIA YARD..... Southern Ry. Jct. 0.40	120.96	Yard	Yard	Continuous			
		P.M. L 1:45	A.M. L 10:50	No Office	B.K. Yd.	120.22	..... CENTRALIA..... 0.88	121.42	Yard	Yard	No Office			
						121.10	Mo.-Ill. Crossing (Interlocked)	122.30							
						121.40	Ill. Cent. Crossing (Interlocked)	122.60							
						121.50	Southern Ry. Jct. (Interlocked)	122.70							
		2:06	f 11:00	No Office	F.	128.09	..... CRAVAT..... 7.29	129.30		18	No Office	f 2:36	12:01 P.M.	
		2:15	s 11:12	Continuous		135.38	L. & N. Crossing (Interlocked). WOODLAWN..... 8.09	136.62		37	Continuous	s 2:27	11:45		
		2:26	s 11:23	8:15 a.m. to 5:15 p.m.	W.	143.47	Mo. Pac. Crossing (Auto. Interl) WALTONVILLE..... 8.60	144.64		14	Closed	s 2:15	11:28		
		2:38	s 11:36	8:00 a.m. to 5:00 p.m.	C.W.Y. Yd.	152.07	..... SESSER..... 4.44	153.23	Yard	Yard	Closed	s 2:03	11:15	
			f 11:42	No Office	F.Yd.	156.51	..... VALIER MINE..... 1.00	157.42	Yard	Yard	No Office	f 1:53		
			s 11:45	No Office		157.51	..... VALIER..... 2.86	158.71		5	No Office	s 1:51	11:01	
		2:50	s 11:52	Continuous	B.K. W.Y. Yd.	160.37	Ill. Cent. Crossing (Interlocked) CHRISTOPHER..... 3.28	161.57	Yard	Yard	Continuous	s 1:45	10:55		
		2:55	11:59 P.M. 12:20	No Office	Yd.	163.65	..... ZEIGLER JCT..... 0.10	164.65	Yard	Yard	No Office	1:35	10:47	
						163.75	Mo. Pac. Crossing (Auto. Interl)	165.00							
		3:00	f 12:24	No Office	F.	166.05	..... CAMBON..... 1.70	166.05	131	14	No Office	f 1:31	10:42	
			12:28 12:55	No Office	F Yd.	167.75	..... HORTON..... 1.50	168.73	Yard	Yard	No Office	1:28	10:38	
			s 12:58	No Office	F Yd.	169.25	..... FREEMAN..... 2.27	170.71	Yard	Yard	No Office	s 1:25		
		3:10	s 1:04 P.M.	7:00 a.m. to 8:00 p.m. ★	B.C.K. R.W.Y. Yd.	171.52	..... HERRIN JCT..... 8.19	173.01	Yard	Yard	★	L s 1:20 P.M.	10:30	
		3:22		No Office		179.71	..... ORDILL..... 6.46	180.75		45	No Office		10:05	
		3:35		8:15 a.m. to 5:15 p.m.		186.17	..... NEILSON..... 15.73	187.39	50		8:15 a.m. to 5:15 p.m.		9:55	

Trains between Neilson and W. V. Tower are governed by rules and time table of C. & E. I. R. R.

	4:15	8:15 a.m. to 5:15 p.m.		201.90	..... W. V. TOWER..... 7.23	202.82			8:15 a.m. to 5:15 p.m.		9:15
	4:28	No Office	F.	209.13	N. Y. C. Crossing (Auto. Interl) FORMAN..... 6.23	210.52		46	No Office		9:05
	4:40	No Office	F.	215.36	..... MERMET..... 9.76	216.05	31	9	No Office		8:50
	5:00	No Office	F.Yd.	225.12	..... C. B. & Q. JCT..... 0.99	225.79	36	Yard	No Office		8:33

Trains between C. B. & Q. Jct. and Paducah are governed by Rules and Special Instructions of P. & I. R. R.

	5:05	Continuous	B.O. R.W.Y. Yd.	226.11	..... METROPOLIS..... 13.88	226.87	Yard	Yard	Continuous		8:30
	A 7:30 P.M.	Continuous	B.C.K. R.T.W. Yd.	239.99	..... PADUCAH.....		Yard	Yard	Continuous		L 8:00 A.M.
	5:45 20.8	2:14 23.1			..... SCHEDULED TIME..... AVERAGE MILES PER HOUR.....					1:30 34.4	4:30 26.6

FOOTNOTES ON PAGE 8.

Centralia and Paducah—Subdivision

BEARDSTOWN DIVISION.

TIME TABLE No. 12.

EFFECTIVE FEBRUARY 10, 1952.

FOOTNOTES

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD, EXCEPT No. 12 IS SUPERIOR TO No. 11, ZEIGLER JCT. TO HERRIN JCT.

Double track: Between south end Centralia Yard, M. P. 121.33 and Zeigler Jct. Rules D-251, D-252, D-253 and D-254 in effect between Centralia and Zeigler Jct. Single track: Between Zeigler Jct. and Neilson; W. V. Tower and C. B. & Q. Jct. Manual Block System; Rule 318(B) in effect.

No train order signal Centralia Yard and Herrin Jct. Conductors and Enginemen must have Clearance Form A when operator on duty.

Trains may register by ticket at Herrin Jct. and Metropolis.

No train order signal Neilson governing northward trains. Conductors and Enginemen must have Clearance Form A when operator on duty.

No train order signal W. V. Tower governing southward trains. Conductors and Enginemen must have Clearance Form A when operator on duty.

No train order signal P. & I. depot, Metropolis, governing northward trains. Conductors and Enginemen must have Clearance Form A.

Rule 907 in effect between Herrin Jct. and Neilson; W. V. Tower and C. B. & Q. Jct.

All tracks between C. B. & Q. Jct. and the lower yard at Metropolis are yard tracks. Rule 908 in effect.

★Herrin Jct. Office closed Sunday,
Open Saturday 7:30 A. M. to 3:30 P. M.

Choat—M. P. 220.99. Spur track 3 cars.

Spring switch at end of double track, Zeigler Jct. Normal position is for northward trains.

Spring switch at north end of siding, Cambon.

Spur track Zeigler Jct. to Zeigler 2.65 miles. Rule 908 in effect.

Spur track Cambon to West Frankfort 6.70 miles. Rule 908 in effect.

Spur track Horton to West Frankfort 5.71 miles. Rule 908 in effect.

Spur track Herrin Jct. to Herrin 1.60 miles. Rule 908 in effect.

No. 12 will operate on Spur tracks as follows:

Leave Zeigler 12:10 P. M.

Leave West Frankfort 12:41 P. M.

Leave Herrin Jct. 1:04 P. M.

No. 11 will operate on Spur track as follows:

Leave Herrin 1:15 P. M.

Local extra leaves Herrin Jct. about 7:30 A. M. daily except Saturday and Sunday for Metropolis.

Local extra leaves Metropolis about 2:00 P. M. daily except Saturday and Sunday for Herrin Jct.

Local extras will carry passengers between Herrin Jct. and Metropolis, except locally between Neilson and W. V. Tower.

SPEED RESTRICTIONS.

1. Troop trains consisting of passenger cars only (including caboose) will be governed by speed authorized for steam trains handling standard cars.

Troop trains handling freight cars will be governed by speed authorized for freight trains.

Light engines may operate at maximum speed authorized for freight trains, except must not exceed 35 M.P.H.

Steam switch engines not equipped with engine truck, moving over the road (outside of switching limits) must run forward when practicable, and must not exceed 20 M. P. H.

Passenger trains handled by single-engine-truck freight engines must not exceed maximum speed authorized for freight trains unless otherwise provided in subdivision speed restrictions or by train order.

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

Gas or diesel-electric motor cars may operate on the various subdivisions at maximum speed authorized for passenger trains, but must not exceed 50 M.P.H. On Branch lines when steam is substituted for motor service speed must be reduced 10 M. P. H. below authorized speed for motor trains.

Gas or diesel-electric motor cars running backward must not exceed a speed of 10 M. P. H. above the speed authorized for engines running backward on that subdivision.

Diesel engines running light must not exceed speed authorized for freight trains except must not exceed 35 M. P. H. unless otherwise provided.

To prevent damage to traction motors, when handling electrically operated power units dead in train the maximum speed must not exceed:

Gas or diesel-electric motor cars	60 M. P. H.
Diesel-electric passenger engines	75 M. P. H.
Diesel-electric freight engines	60 M. P. H.
Diesel-electric switch engines	40 M. P. H.

Where subdivision maximum speeds are less they will govern.

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
ALL SUBDIVISIONS		
On sidings.....	Reduced speed	Reduced speed
Trailing movement through spring switches not otherwise provided.....	15	15
All crossovers and turnouts not otherwise specified...	10	10
Handling clam shells, pile drivers, steam shovels or similar equipment:		
Main line.....		25
Branch line.....		15
Rotary snow plows: Main line.....		25
Branch line.....		15
Handling scale test cars:		
Main line.....		25
Branch line.....		15
20 yard air dump cars in 202650-202799 series, loaded or empty, in rear of train when possible.....		25
Loaded 30 yard air dump cars in 202800-202884 series, in rear of train when possible: Main Line.....		35
Engines with driving boxes blocked up:		
B, S-4, S-4-A, O-5-A, M-2, M-2-A, M-4-A: No. 1 or No. 5 driving box.....	20	20
No. 2, 3 or 4 driving box.....	25	25
O-1, O-1-A, O-3, R-4-5: Front or rear driving box.....	25	25
Middle driving box.....	30	30
P-2, P-6, P-6-A: Either driving box.....	35	35
Engines under steam disconnected on one side with main rod down:		
Main line.....	25	25
Branch line.....	20	20
Wholly disconnected or dead steam engines...		20

SPEED RESTRICTIONS—Concluded

The following speed restrictions will govern when handling steam derricks:			LOCATION		Passenger Trains M. P. H.	Freight Trains M. P. H.
Territory	250 ton wrecking derrick 204376	Other Derricks				
Rio-Bushnell	Must not operate	15 MPH	BEARDSTOWN AND ST. LOUIS SUBDIVISION —Concluded			
Bushnell-Beardstown	25 MPH	25 MPH	Engine or leading car of train between home signals at G.M.&O. crossings, M.P. 73.33 and M.P. 75.27.....			
Beardstown-East Alton	25 MPH	25 MPH	Through White Hall.....			
Concord-Centralia	25 MPH	25 MPH	Around curve Plassa station.....			
Centralia-Herrin Jct.	25 MPH	25 MPH	Whitehall: At approach signals governing trains approaching G. M. & O. Crossing.....			
Herrin Jct.-Paducah	15 MPH	20 MPH	Over G. M. & O. crossing, MP 38.61.....			
Zeigler Jct.-Zeigler	Must not operate	10 MPH	Over Shamrock Street, East Alton.....			
Horton-Cambon-W. Frankfort	Must not operate	10 MPH	Steam engines running backward.....			
Herrin Jct.-Herrin	Must not operate	10 MPH				
			CONCORD AND CENTRALIA SUBDIVISION			
RIO AND BEARDSTOWN SUBDIVISION			Maximum speed.....			
Maximum speed:			M-2 engines.....			
Rio-Bushnell.....			M-2-A engines.....			
Bushnell-Beardstown.....			Trailing movements through spring switch, M. P. 1.44.....			
M-2 engines.....			G. M. & O. and Wabash crossings, Jacksonville.....			
M-2-A engines.....			Engines must be moved carefully on Jacksonville house and industry tracks.....			
Loaded tank cars and loaded 30 yard air dump cars in 202800-202884 series.....			Over spring switch, end of double-track, Waverly, in both directions.....			
Over all street crossings at Monmouth.....			Over public street crossings just south of Waverly Depot.....			
Bushnell: At approach signal governing northward trains approaching T. P. & W. Crossing.....			Engine or leading car of train between home signals at I. T. crossing, M. P. 42.48.....			
Over street crossings at Vermont.....			N.Y.C. crossing, Litchfield.....			
Through crossovers at Vermont.....			Wabash and Illinois Central crossings, Litchfield.....			
Mine Spur Astoria.....			M engines using Wabash Connection at Litchfield and stock track Virden.....			
Over street crossings at Browning.....			Northward trains using siding at Ayers; head end of train between north switch of siding and highway crossing, 165 ft. north.....			
Southward Bader to Browning.....			Over three street crossings at Keyesport.....			
Over Illinois River Bridge, Beardstown.....			Steam engines running backward.....			
M-4-A engines doubleheaded over Illinois River Bridge, Beardstown.....						
M-4-A engines followed by derrick over Illinois River Bridge, Beardstown.....						
Between Illinois River Bridge and Beardstown Yard.....						
On West track between Beardstown and Vermont.....						
Steam engines running backward:						
Rio-Bushnell.....						
Bushnell-Beardstown.....						
			CENTRALIA AND PADUCAH SUBDIVISION			
BEARDSTOWN AND ST. LOUIS SUBDIVISION			Maximum Speed:			
Maximum speed:			Centralia-Herrin Jct.....			
Beardstown-MP 70.50.....			Herrin Jct.-C. B. & Q. Jct.....			
MP 70.50-MP 40.00.....			M-2 engines.....			
MP 40.00-East Alton.....			M-2-A engines.....			
Beardstown-Concord, M-2 engines.....			Over McCord and Second Streets, Centralia.....			
Beardstown-Concord, M-2-A engines.....			I. C. Crossing, Centralia.....			
Between Depot and south end of yard, Beardstown.....			Waltonville: C. W. & F. mine lead.....			
Over switches Beardstown yard office.....			Christopher: At approach signals governing trains approaching I. C. Crossing.....			
Through turnouts, end of double track Frazier and Gibbs.....			O-1 or heavier engines on mine spurs and in mine yards Zeigler Jct.: At approach signals governing trains approaching Mo. Pac. Crossing.....			
Northward Gibbs to Arenzville.....			Engine or leading car of train between home signals at Mo. Pac. Crossing, M. P. 165.....			
Through turnout from East Alton line at Concord.....			Cambon: Trailing movements through spring switch at north end of siding.....			
Chapin: At approach signal governing southward trains approaching Wabash Crossing.....			Horton: Northward trains and engines through east wye switch.....			
Engine or leading car of train between home signals at Wabash crossing, Chapin.....			Between 7:00 A. M. and 4:00 P. M., daily except Sunday, over mine hauling crossing, M. P. 177.45, between Herrin Jct. and Ordill.....			
Between MP 95.25 and MP 96.25.....			Between M. P. 214.13 and M. P. 215.75.....			
Southward on reverse curves between MP 84.20 and MP 83.35.....			Ordill: Ordinance Plant government tracks.....			
Northward on reverse curves between MP 83.35 and MP 84.20.....			Forman: At approach signal governing southward trains approaching N. Y. C. Crossing.....			
West Roadhouse: At approach signals governing trains approaching G. M. & O. Crossing.....			Forman: Engine or leading car of train between home signals at N. Y. C. Crossing.....			
			Around curve at wye connection with P. & I. R. R.....			
			Steam engines running backward.....			
			ZEIGLER JCT. AND ZEIGLER SPUR			
			HORTON AND WEST FRANKFORT SPUR			
			HERRIN JCT. AND HERRIN SPUR			
			Maximum speed.....			
			O-1 or larger engines on mine spurs and in mine yards.....			
			Trains and engines in either direction over State Highway crossings at M. P. 1.79 and M. P. 1.43, West Frankfort Yard:			
			Main track.....			
			From yard or lead tracks.....			

SPECIAL INSTRUCTIONS

Master Mechanic.....H. H. Niemeyer, Beardstown.
 Road Foreman of Engine.....L. G. Standley, Beardstown
 Road Foreman of Engines.....P. J. Rhoades, Beardstown
 Trainmaster.....J. E. Cary, Beardstown
 Chief Dispatcher.....A. D. Haist, Beardstown

TRAIN DISPATCHERS

E. C. Garnler C. Faletti
 J. H. Phillips K. N. Johnson
 P. B. Holland C. R. Johnessee
 S. C. Ortman D. M. McClanahan

1. USE OF TRACK.

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

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

Southern Railway trains and engines will use C. B. & Q. tracks between Southern Ry. Jct. at Centralia Yard and Southern Ry. Jct. at MP 122.70. There is no superiority of trains between these points and all trains and engines must move at reduced speed.

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

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

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

Track between I. C. R. R. yards and C. B. & Q. Jct., Metropolis, is used by I. C. R. R. trains and engines as prescribed by Rule 93.

CB&Q trains and engines using I. C. R. R. tracks at Metropolis, and at Campbell Yard West Frankfort, are governed by I. C. R. R. Rule 93, which reads as follows:

"Within yard limits the main track may be used clearing the time of first class trains.

Second and third class, extra trains and engines must move within yard limits prepared to stop unless the main track is seen or known to be clear. In case of accident the responsibility rests with the approaching train or engine.

Trains and engines occupying the main track within yard limits must be protected by flagman during fogs, storms or other unfavorable conditions also, where the view of an approaching train is obstructed by curvature or other conditions. Trainmen and yardmen will be held responsible for any failure to exercise reasonable precaution in protecting their trains and engines under such conditions."

Monmouth—O-1 or heavier engines must not use southwest wye or Pattee track.

Vermont—Wye track, must not be used by engines heavier than S-2-A.

Sugar Creek siding—West track, M. P. 122.75 must not be used by engines heavier than O-3.

Chapin—O-3 engines must not head in on elevator track.

Alsey—Engines must not operate on Spur No. 1 to exceed 2 car lengths beyond derail. On Spur No. 2 engines may operate to coal dock and be sure coal unloader is clear before moving cars.

Litchfield—O-1 or heavier engines must not use turntable track.

Waltonville—Engines heavier than O-1-A must not use double turnout from runaround track to tail track at C. W. & F. Mine No. 3.

M engines must not use:

Vermont.....Bader elevator track.
 Beardstown...Crossover south of 8th Street from depot pocket track to running track.
 Virden.....North leg of C. & N. W. wye.
 Litchfield.....Wabash connection when engines are headed south.
 Sorento.....NKP interchange track beyond white post.
 Valier.....House track.

M-4-A engines must not use:

Bushnell.....Swift track beyond frog.
 Adair.....Elevator spur.
 House track beyond white post.
 Table Grove...House and industry tracks except stock track.
 Arenzville....South elevator track.
 Jacksonville...House tracks 1 and 2.
 Wabash connection beyond frog.
 Litchfield....Wabash transfer track.
 Smithboro....P. R. R. interchange track beyond white post.
 Shattuc.....B. & O. interchange track beyond derail.
 Sesser.....Lumber and house tracks.
 Coal chute track beyond pit.
 Valier Mine...Tipple track.
 Christopher...South empty yard tracks No. 3 and No. 4.
 Repair track and south house track.

Herrin Jct....Account sharp curvature off main track M engines entering Herrin Jct. yard from south must use the Herrin Spur track.

2. Freight and passenger diesel engines may operate on any siding, yard or station track where O-1-A engines operate.

3. Rule 908 applies to all mine spurs and mine tracks regardless of whether or not they are in yard limits as crews are liable to find cars on these spurs or tracks and they must proceed only as the way is seen and known to be clear.

4. The following requirements of operating rules of B. & O. must be observed when making movements on B. & O. main track at Beardstown to the B. & O. interchange or yard tracks through new crossover south of 15th Street between CB&Q northward main track and B. & O. main track.

B. & O. main track crossover switch is equipped with double lock arrangement for C. B. & Q. and B. & O. switch locks; switch must be secured for main track when not in actual use.

B. & O. Rule 93 requires that first class trains must be cleared. Protection as prescribed by Rule 99 must be provided for second class trains.

Before occupying B. & O. main track, crews must check register or obtain Clearance Card Form A from operator at telegraph office at Beardstown depot, covering arrival of first and second class trains or authority to occupy main track.

SPEED OF TRAINS

Miles per Hour	Time per Mile		Miles per Hour	Time per Mile	
	Minutes	Seconds		Minutes	Seconds
5.....	12	0	35.....	1	43
10.....	6	0	40.....	1	30
15.....	4	0	45.....	1	20
20.....	3	0	50.....	1	12
25.....	2	24	55.....	1	5
30.....	2	0	60.....	1	0



