

**CHICAGO & ILLINOIS  
MIDLAND  
RAILWAY COMPANY**

**TIME TABLE  
No. 27**

**Effective 12:01 A. M.  
Sunday, Sept. 20, 1953**

SUPERSEDING TIME TABLE NO. 26

DATED OCTOBER 14, 1951

**For the Government of  
Employees Only**

**F. L. SCHRADER,  
PRESIDENT**

**J. E. DARE,  
EXEC. ASST. TO THE PRESIDENT**

**M. E. GUSTAVESON,  
VICE-PRES.—OPERATIONS**

**J. K. ARNISH,  
SUPERINTENDENT**

## OPERATING STAFF

M. E. GUSTAVESON Vice President—  
Operations ..... Springfield

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J. K. ARNISH ..... Superintendent ..... Springfield  
 B. E. RUBLEY ..... Trainmaster ..... Springfield  
 W. J. CLARK ..... Asst. Trainmaster ..... Taylorville  
 A. H. KALIPS ..... Asst. Trainmaster ..... Taylorville  
 R. B. MORAN ..... Asst. Trainmaster ..... Taylorville  
 E. P. TRIMPE ..... Chief Dispatcher ..... Springfield  
 G. W. SHELLER ..... Night Chief Dispatcher ..... Springfield  
 F. B. ECKARD ..... Night Chief Dispatcher ..... Springfield  
 J. A. ALLEN ..... Train Dispatcher ..... Springfield  
 R. C. SCHROLL ..... Train Dispatcher ..... Springfield  
 W. V. VANCE ..... Train Dispatcher ..... Springfield  
 W. H. BIGGART ..... Train Dispatcher ..... Springfield  
 J. E. HEABERLIN ..... Train Dispatcher ..... Springfield  
 W. R. WALLACE, JR. ..... Train Dispatcher ..... Springfield

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R. O. JANES ..... Supt. Motive Power &  
Equipment ..... Springfield  
 A. S. ALSTOTT ..... Road Foreman of Engines ..... Springfield

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F. B. WESTENBERG ..... Supt. Car Service ..... Springfield

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N. E. PETERSON ..... Chief Engineer ..... Springfield  
 V. E. ELSHOFF ..... Office Engineer ..... Springfield  
 H. L. FOLLEY ..... Engineer Telephone,  
Telegraph & Signals ..... Springfield  
 P. L. HICKS ..... Roadmaster ..... Springfield  
 I. H. HAWLEY ..... Assistant Engineer ..... Springfield  
 A. BOURGASSER ..... Supt. Bridges & Buildings ..... Springfield

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J. D. EASTHAM ..... Coal Transportation  
Officer ..... Springfield  
 R. D. SOLOMON ..... Supt. Havana Coal Transfer  
Plant ..... Havana

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W. I. BLESSMAN ..... Chief Special Agent ..... Havana  
 H. B. MORGAN ..... Special Agent ..... Springfield  
 R. J. SENGER ..... Special Agent ..... Springfield  
 E. G. KRAUSE ..... Special Agent ..... Pekin  
 E. L. HOOD ..... Asst. Special Agent ..... Springfield

**TAYLORVILLE TO PEORIA  
NORTHWARD**

Station Number	Distance from Taylorville	Car Capacity 45 Foot Length		Time Table No. 27 Sunday, September 20, 1953		THIRD CLASS
		Other Tracks	Sidings			22
						Daily Except Sunday
STATIONS						A 3.40 PM
PEORIA VIA P. & P. U. RY.						
0	121.01					
9	111.73	293	42	N	9.28 PEKIN	3.15
11	110.15	37			1.58 CRESCENT	
12	109.28	215			0.87 POWERTON	
13	107.97	3	89		1.31 STOEHR'S	3.05
18	102.81	42			5.16 PARKLAND	2.55
21	99.87	70	95	D	2.94 MANITO	2.45
26	95.18	30	62	D	4.69 FOREST CITY	2.35
29	92.22	40			2.96 BISHOP	2.25
32	89.01	14	84	D	3.21 TOPEKA	2.15
35	85.83	5	61		3.18 ECKARD	2.05
36	85.02	12			0.81 CIMCO FARM	
38	83.18	104			1.84 QUIVER	1.55
39	81.72	14	87	N	1.46 HAVANA	1.05
	80.59				1.13 HAVANA JUNCTION	{12.55 {12.10
43	77.91	4	96		2.68 KELSEY	12.05 PM
48	73.27	6			4.64 CONOVER	
50	71.42	23	80	D	1.85 KILBOURNE	11.55
54	67.16	17	74	D	4.26 OAKFORD	11.45 <small>PM</small>
58	63.45	16	75		3.71 ATTERBURY	11.35
61	59.82	31	96		3.63 HILL TOP	11.25
63	57.65	62		N	2.17 PETERSBURG	11.15
64	56.75		87		0.90 HURST	11.10
67	53.68	8	87		3.07 TICE	10.45
72	49.36	21	83	D	4.32 ATHENS	10.35
73	47.62	85	88	N	1.74 BARR	10.30
75	46.10	15			1.52 CANTRALL	10.20
79	42.47	53	89		3.63 ANDREW	10.15
84	36.88	764		N	5.59 SHOPS SPRINGFIELD	L 10.00 AM
					AVENUE ILLINOIS CENTRAL	
					16.06 VIA I.C.R.R.	
100	20.82	235		N	CIMIC	
104	16.87	50	83	D	3.95 PAWNEE	
107	14.10	395	105	NS	2.77 ELLIS	
111	12.10	81			2.00 SICILY	
111	9.91	252		NS	2.19 HUMPHREY	
114	8.47	36			1.44 BULPITT	
114	7.90	232		D	0.57 KINCAID	
114	7.31				0.59 MINE NO. 7	
116	4.61	206			2.70 CALLAWAY	
118	2.84	199			1.77 BANDO	
121	.00	306		N	2.84 TAYLORVILLE	

Northward Trains are Superior to Southward  
Trains of the Same Class

PEORIA TO TAYLORVILLE  
SOUTHWARD

Station Number	Distance from Peoria	Car Capacity 45 Foot Length		Time Table No. 27 Sunday, September 20, 1953		THIRD CLASS
		Other Tracks	Sidings	STATIONS		Daily Except Sunday
0					PEORIA VIA P. & P. U. RY.	L. 7.45 AM
9	9.28	293	42	N	9.28 PEKIN	8.15
11	10.86	37			1.58 CRESCENT	
12	11.73	215			0.87 POWERTON	
13	13.04	3	89		1.31 STOEHR	8.25
18	18.20	42			5.16 PARKLAND	8.35
21	21.14	70	95	D	2.94 MANITO	8.45
26	25.83	30	62	D	4.69 FOREST CITY	8.55
29	28.79	40			2.96 BISHOP	9.05
32	32.00	14	84	D	3.21 TOPEKA	9.15
35	35.18	5	61		3.18 ECKARD	9.25
36	35.99	12			0.81 CIMCO FARM	
38	37.83	104			1.84 QUIVER	{ 9.35 { 11.00
39	39.29	14	87	N	1.46 HAVANA	11.05
	40.42				1.13 HAVANA JUNCTION	11.15
43	43.10	4	96		2.68 KELSEY	11.22
48	47.74	6			4.64 CONOVER	
50	49.59	23	80	D	1.85 KILBOURNE	11.35
54	53.85	17	74	D	4.26 OAKFORD	11.45 <sup>23</sup>
58	57.56	16	75		3.71 ATTERBURY	11.55
61	61.19	31	96		3.63 HILL TOP	12.02
63	63.36	62		N	2.17 PETERSBURG	12.10
64	64.26		87		0.90 HURST	12.20
67	67.33	8	87		3.07 TICE	12.35
72	71.65	21	83	D	4.32 ATHENS	12.45
73	73.39	85	88	N	1.74 BARR	12.50
75	74.91	15			1.52 CANTRALL	12.55
79	78.54	53	89		3.63 ANDREW	1.05
84	84.13	764		N	5.59 SHOPS SPRINGFIELD	A 1.20 PM
					AVENUE ILLINOIS CENTRAL	
					16.06 VIA I.C.R.R.	
100	100.19	235		N	CIMIC	
104	104.14	50	83	D	3.95 PAWNEE	
107	106.91	395	105	NS	2.77 ELLIS	
111	108.91	81			2.00 SICILY	
111	111.10	252		NS	2.19 HUMPHREY	
114	112.54	36			1.44 BULPITT	
114	113.11	232		D	0.57 KINCAID	
114	113.70				0.59 MINE NO. 7	
116	116.40	206			2.70 CALLAWAY	
118	118.17	199			1.77 BANDO	
121	121.01	306		N	2.84 TAYLORVILLE	

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Trains of the Same Class

## CIMIC TO COMPRO NORTHWARD

Station Number	Distance from Taylorville	Car Capacity 45 Foot Length		STATIONS		
		Other Tracks	Sidings			
92	28.34	94		COMPRO		
				2.00		
94	26.34	16		I. T. CROSSING		
				1.31		
96	25.03	90		G.M.&O. JUNCTION		
95	25.89			AUBURN		
				0.86		
96	25.03	90		G.M.&O. JUNCTION		
				2.34		
98	22.69	89		BEECHLEY		
				1.87		
100	20.82	235		CIMIC		

## COMPRO TO CIMIC SOUTHWARD

Station Number	Distance from Peoria	Car Capacity 45 Foot Length		STATIONS		
		Other Tracks	Sidings			
92	107.71	94		COMPRO		
				2.00		
94	105.71	16		I. T. CROSSING		
				1.31		
96	104.40	90		G.M.&O. JUNCTION		
95	105.26			AUBURN		
				0.86		
96	104.40	90		G.M.&O. JUNCTION		
				2.34		
98	102.06	89		BEECHLEY		
				1.87		
100	100.19	235		CIMIC		

Northward Trains are Superior to Southward  
Trains of the Same Class

Crossings at All Mines Must Be Kept Open To Permit  
Miners Clear Passageway To and From Their Work.

## 1. RULES AND REGULATIONS

Rules and regulations governing employees of the Operating Department, dated April 1, 1951, are issued in book form.

Every employee, whose duties are in any way prescribed by these rules, must always have a copy at hand when on duty.

## 2. SUPERIORITY OF TRAINS.

(A) Northward trains are superior to trains of the same class in opposite direction.

(B) Southward trains holding meet, wait or right of track orders with northward trains at Barr will hold main track; northward trains take siding.

(C) When southward C. & I. M. trains are given meet orders with northward Illinois Central trains at Cimic, southward C. & I. M. trains will head around short wye to clear.

(D) Trains or engines entering main track at Havana Junction that are unable to move against Time Table schedules, or trains made superior by train order, may move to Havana Siding against such train or trains after they become ten (10) or more minutes late on schedule or wait order.

## 3. JOINT USE OF TRACKS

Trains and yard engines will be governed by Rules, Time Tables and Special Instructions of foreign railroads as follows:

Between	By
Peoria and Pekin.....	P. & P. U. Railway Co.
Avenue and Cimic.....	I. C. System

## 4. DOUBLE TRACK. (BETWEEN I. C. TOWER, AVENUE, AND WR TOWER, RIDGELY).

(A) All trains and yard engines will operate as provided by Rule D-151 between I. C. Tower, Avenue, and WR Tower, Ridgely, unless otherwise instructed.

(B) Trains and yard engines must not run against current of traffic between I. C. Tower, Avenue, and WR Tower, Ridgely, except on detour order by General Yardmaster, or proper protection.

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

(D) A yellow flashing light on the southwest corner of WR Tower, Ridgely, will be displayed when southward trains or yard engines are to pick up detour orders from the Operators at WR Tower.

(E) All trains must remain in clear at both ends of double track until proper signals are given to proceed.

(F) Northward trains and Yard engines using northward main track or those coming out of North end of "A" Yard must not pass the clearance point of the Northward main track or "A" Yard lead regardless of home signal indication without first seeing and knowing there is no conflicting movement between clearance of these tracks and home signal.

(G) Foreign Trains or Yard Engines must not enter upon C. & I. M. Rails without first obtaining permission from C. & I. M. Towerman, located in the Tower at Fifteenth and North Grand Avenue.

A separate telephone connecting with the C. & I. M. Tower, Shops, Illinois Central Tower, Eighteenth and Madison Streets and in the WR Tower, Ridgely, is in service for this purpose.

(H) A white flashing light on the northwest corner of Shops Tower will be displayed to southward trains moving to Taylorville, when train orders for movement over Illinois Central are not ready for delivery and arrangement must be made to leave Converse Avenue Crossing open. Light will continue to flash until orders are ready for delivery.

This unit is not connected with Interlocking signals and does not dispense with the observance of Interlocking Rules.

## 5. AUTOMATIC BLOCK SYSTEM

Automatic block system rules are in effect between northward home signal of WR Tower, Ridgely; north switch at Quiver; and at Forest City between Signal 288, located 641 feet north of mile post 29, and Signal 255, located 926 feet north of mile post 25. Signal indications and automatic block system rules as shown in the Transportation Rules will govern.

6. AUTOMATIC ELECTRIC SWITCH LOCKS PROVIDED AT FOLLOWING POINTS:

<u>Station</u>	<u>Track</u>
Petersburg	Brick yard spur switch
Petersburg	G.M.&O. connection switch
Havana Junction	Junction switch

7. REGISTERING STATIONS

Pekin                  Shops                  Taylorville

(A) Conductor must enter in the train register book (except where authorized to leave register blank) a full description of the train as provided in form given in book. Conductors and Engineers must personally check the train register and will sign their name in the column provided for that purpose, except as otherwise provided.

(B) Operators must be on the lookout for trains authorized to use the registry blank, and in all cases will at once enter on the register book all information required. In case this blank is not received, Operator will notify Train Dispatcher and also all trains affected.

(C) All trains, except those originating or terminating at Pekin or Shops, may use registry blank to register at these points.

8. LOCATION YARD LIMIT BOARDS

PEKIN, from 200 feet south of the south switch Stoehrs to I. C. Junction switch.

QUIVER	}	From 60 feet south of south switch
HAVANA		Cimco farm to 6100 feet south of
HAVANA JUNCTION		Havana Junction switch.

PETERSBURG, from 500 feet south of south switch Coal Dock Track at Salem to 510 feet north of the G. M. & O. connection switch, Petersburg.

SHOPS, from 366 feet north of Bridge No. 846 north of Ridgely, to Illinois Central Connection.

CIMIC, from 1,100 feet south of south switch long track to north junction switch with the Illinois Central and from the Junction Switch leading to Auburn to 2,818 feet north of north wye switch.

AUBURN	}	from 1,050 feet south of south end Long Track Switch south of Alton Junction to Auburn Depot and to the C. & N. W. connection at the hard road crossing at Compro.
COMPRO		

PAWNEE, from 100 feet south of Bridge No. 1165 (Horse Creek) to 300 feet north of north switch of siding.

ELLIS	}	From 1,500 feet north of the north switch of the extension track at Ellis to a point 2,850 feet south of Mile Post 106.
SICILY		
HUMPHREY		
BULPITT		
KINCAID		
MINE NO. 7		
CARTER		

CALLAWAY, from 2,100 feet south of the main track switch leading to No. 1 storage to a point 1,380 feet north of the north switch of the Callaway Extension Track.

TAYLORVILLE, from Depot to a point 100 feet north of hard-road crossing Route 48.

9. RESPONSIBILITY

(A) When special orders supplementary to Time Table, or notices involving the safety of trains are received, the Conductor and Engineer, in addition to rule requirement, must see that the Brakeman and Fireman read, and understand same.

(B) Trains will, unless track is known to be clear, approach water and coal stations, under control, expecting to find the main track occupied.

(C) Northbound freight trains taking coal and water at Salem coal chute must leave their trains south of Poor Farm Crossing at Salem while taking coal and water to avoid blocking this crossing.

(D) The south switch of Barr siding is electrically operated from the tower.

(E) The south switch of Havana siding is electrically operated from the depot.

## 10. SPEED RESTRICTIONS

	Passenger	Freight
Block Territory .....	70	60
Non-Block Territory .....	59	49
Cimic—Compro .....	20	20

## EXCEPTIONS

	Passenger	Freight
Pekin, Between Susannah and Second Street Crossing .....	10	10
Pekin, Over I. C. Crossing and 500 Ft. approaching thereto .....	15	15
North switch Quiver to Havana Junction switch..	40	30
Oakford, Between north switch of siding and south switch house track Oakford.....	45	45
Hill Top to ¼ Mile South of South Switch—Hurst siding .....	25	25
Barr from approach signals to and through Confines of Interlocking Plant.....	40	40
Between Sangamon Avenue Subway and B. & O. Crossing, Springfield .....	15	15
B. & O. Crossing, North of Shops Tower.....	12	12
Between B. & O. Crossing and south end of double track, Springfield .....	20	20
18th Street Wye—Springfield.....	15	10
Between home signals G. M. & O. crossing, Auburn .....	20	20
Between home signals I. T. crossing, Auburn.....	15	15
Between home signal I. C. crossing, Cimic.....	20	20
B. & O. Connection (Bando).....	20	20
Engines backing up.....	25	25
Disabled engines with side rods down.....	10	10
Disabled engines with main rods down.....	20	20
Disabled engines with side rods and main rods in place .....	25	25
When pistons are pulled time table speed restrictions will govern.....		
Turnouts, Crossovers, wyes and sidings except south end of Havana siding.....	15	15
South end Havana siding.....	30	30
Light engines or engines with caboose only.....		45

(A) Trains are not to exceed ten (10) miles per hour when approaching crossing at Route 104, Cimic, and when crossing is passed by engine or lead car, this speed may be increased to fifteen (15) miles per hour.

(B) When trains use the track in Pear Street, Havana, to the end of track at Main Street, Market Street crossing must be hand flagged.

(C) Engines of the 600, 650, 700 and 750 class, or engine double-heading, must not exceed a speed of forty-five (45) miles per hour over Sangamon River Bridge 540.

(D) Steam derrick and clam shells must not be handled to exceed a speed of twenty (20) miles per hour on curves or thirty-five (35) miles per hour on straight track. Derrick must not be handled within three cars of engine.

(E) Within the limits of municipalities, Engineers will operate their trains at a reasonable rate of speed, considering the conditions existing and to be expected, and with due regard to the safety of their trains and the public generally.

## 11. ENGINE RESTRICTIONS

Unless otherwise instructed engines must not exceed speeds shown below:

540-549, Incl., 25 miles per hour.

550-552, Incl., 60 miles per hour.

600-657, Incl., 45 miles per hour.

700-759, Incl., 60 miles per hour.

Engines numbered above 549 must not use Fair Ground lead, Ridgely.

Engines must not be run over the weighing rails of any track scales, over track Hoppers including Pillsbury Mill pit tracks, nor on tipple tracks at coal mines.



12. TRACK RESTRICTIONS

Location	Name of Track	Restricted	Class Engines
Super Power Co. Powerton	All tracks are restricted except Track Nos. 1, 8, 9, 10 and 11 Track No. 2, south of crossover from No. 1 to No. 2 Rack House Track Track No. 7, for a distance of twelve car lengths beyond switch.		All Engines
Havana	Shovel Track	Beyond Clearance Beyond Overhead Clearance	All Engines
	J&H Wagon Track		
	River Track	All Engines above 550 class	
Petersburg	Brick Yard Track	Beyond Hard Road Crossing	All Engines above 550 class
Humphrey	Empty Hill Mine No. 8	Beyond 3-way switch	All Engines

When making moves with large engines over the 3-way switch leading to the scales in load yard at Mine No. 8, No. 3 track is to be used.

Kincaid	New Foundry Track	OK to dirt road crossing	All Engines
Mine No. 7	Old Supply Track		All Engines above 550 class
	New Supply Track	Beyond Road crossing	All Engines
Mine No. 9	Supply Track	5 Miles per hour speed	All Engines
	Rip Tracks 1, 2 and 3	Beyond south end of car rebuilding jigs	All Engines
Taylorville	Rip Track No. 4	Beyond Crossing north of Car Foreman's Office	All Engines
	Rip Track No. 5	Beyond heel of frog	All Engines

13. RAILROAD CROSSINGS

Stations	Crossings	C&IM Movement Governed By
Pekin Havana (1 mile south)	Ill. Central	Non-interlocked
	Ill. Central	Interlocked
Barr Ridgely Shops Shops Springfield	C&NW Railway	Interlocked
	G. M. & O. R. R.	Interlocked
	B&O R. R.	Non-interlocked
	Wabash Railway	Interlocked
Avenue Avenue	Ill. Central	Interlocked
	B&O R. R.	Interlocked
Cimic	Ill. Central	Interlocked
I. T. Crossing	Ill. Terminal	Interlocked
Auburn	G. M. & O. R. R.	Interlocked

RAILROAD JUNCTIONS

Stations	Junctions	C&IM Movement Governed By
Pekin Springfield Avenue	P&PU Ry. Co.	Interlocked
	Ill. Central	Interlocked
Cimic	Ill. Central	Non-interlocked

(A) All trains must come to a full stop at railroad crossings and junctions at grade before reaching the same, and within 800 feet therefrom, and shall positively ascertain that the way is clear and that the train can safely resume its course before proceeding, except where crossings are protected by interlocking devices, or devices approved by the Illinois Commerce Commission.

(B) Each and every train shall be operated through the interlocking limits under such rules and regulations as the Illinois Commerce Commission may prescribe.

(C) A crossing gate is located at Illinois Central Crossing, Pekin. The normal position of this gate is for C&IM trains. If the gate is against the route to be used trains and engines must be governed by Rule 98 (a).

(D) A semi-automatic interlocking is in service at the Illinois Central crossing, one mile south of Havana depot.

If home signals display stop indication and the interlocking is unoccupied, train and enginemen must secure an automatic block clearance card, then may proceed when train is preceded by a flagman to the crossing and the route is seen and known to be clear.

(E) Crews arriving at Cimic must not enter on Illinois Central main track or cross over from C&IM track to Illinois Central track or vice versa, or perform any work which requires the use of Illinois Central main track, without first receiving permission from Operator at Cimic.

(F) The normal or proceed position of the tilting signal target installed at B&O crossing North of Shops Tower will be set at vertical angle for C&IM trains. C&IM trains will not stop when they have a clear signal.

(G) When necessary to move trains over B&O track, a member of the crew, after satisfying himself that the way is clear, will throw signal, by operation of lever, to horizontal position, which will indicate stop for C&IM, and clear for B&O. After completion of this movement, lever will again be thrown to clear position for C&IM trains and securely locked in position.

#### 14. WATER STATIONS

Crescent	Salem	Pawnee
Quiver	Shops (North Gr. Ave.)	Mine No. 7
Oakford	Shops	Taylorville

#### 15. COALING STATIONS

Crescent	Salem	Taylorville
Quiver	Shops	

#### 16. BULLETIN BOARDS

Peoria	Crescent	Taylorville
Pekin	Shops	

#### 17. STANDARD CLOCKS

Pekin	
Crescent	
Shops	{ Dispatcher's Office Tower Yard Office
Taylorville Depot	

#### 18. WARNING: OVERHEAD BRIDGES AND STRUCTURES

All employees are hereby notified that there are coal chutes, platforms, signals and other structures, located on the main track and on sidings, also structures and platforms belonging to private corporations and persons, located on industrial sidings and spurs, that WILL NOT CLEAR a man riding on the side or top of a car; and all employees must PROTECT themselves from injury in passing such structures.

#### 19. INSPECTION OF TRAINS

(A) Trains to be inspected, except in cases of emergency, must not be stopped on bridges or other open space over tracks that have no foot walks or hand rails.

Manner of Use		Indication
By Day:	Nose held with right hand and left hand pointed toward track.	Hot journal.
By Night:	Lamp swung vertically in small circle. Lamp to be held by guard wire around the globe.	Hot journal.
By Day:	Raise and lower right hand slowly full length of body.	Car door swinging or about to fall.
By Night:	Raise and lower lamp slowly full length of body and in addition give stop signal.	Car door swinging or about to fall.
By Day:	Hand shoved in sliding motion out from body.	Brakes sticking.
By Night:	Lamp shoved in sliding motion out from body.	Brakes sticking.
By Day:	Give stop signal.	Connections dragging.
By Night:	Give stop signal.	Connections dragging.
By Day:	Hand raised and held stationary.	All right.
By Night:	Proceed signal.	All right.

## 20. PRECAUTIONS AND WARNINGS

(A) Illinois Commerce Commission Order No. 21564: The respondent railroad companies in making switch or transfer movements on the tracks extending across State Bond Issue Route No. 104 at Cimic shall cause their trainmen or employees in making such movements to provide flag protection to highway traffic about to pass over the said tracks.

(B) In order to eliminate fire hazards, Work Equipment must not be placed adjacent to any buildings unless authorized by Chief Dispatcher.

## 21. FUSEES AND FLAGGING

Red fusees may be used for signaling when other signals cannot be seen, and when used for such, must be extinguished after using.

## 22. FIRST AID

Every train must be equipped with a first aid package and same will be placed in baggage cars, cabooses, switch engines, helper engines and any engine that may be run light. When necessary to use the first aid package the conductor or engineer must immediately make a report of same to their superior officer.

## 23. HOURS OF SERVICE

Any form of violation of the hours of service will not be permitted, except in case of emergency, at which time a message must be received from the Superintendent allowing you to work excess time. The penalty for a violation without authority will be dismissal from the service, in addition to what action the Government may take.

## 24. EXPLANATION OF CHARACTERS

D—Day train order office. Daily except Saturday and Sunday.

N—Day and night train order office.

NS—Day and night train order office, daily except Saturday and Sunday.

## 25. PREPAID STATIONS

(A) Water Works (except Solomon Grinding Service or Tamms-Silica Co.), Andrew, Cantrall, Tice, Hill Top, Atterbury, Conover, Long Branch, Kelsey, Eckard, Bishop, Union, Parkland, Stoehrs, Powerton (Except Commonwealth Edison Company or contractors working on Commonwealth Edison plant), Callaway, Carter (except Peabody Coal Company), Sicily, Cimic, Beechley and Compro.

(B) When L.C.L. freight is delivered at a non-agency station and the consignee or his representative is present to receive it, the conductor will have consignee or his representative sign his name on the waybill, acknowledging receipt of the freight, and in case consignee or his representative is not present, conductor will stamp upon the waybill with rubber stamp furnished for this purpose reading "THIS FREIGHT UNLOADED AT .....STATION" and date unloaded, and Conductor and his brakeman will then sign in the space provided, and leave the freight at such stations, and leave the waybill at next station where there is an Agent.

(C) Carload or L.C.L. freight must not be left at a prepaid station on which charges are not entirely prepaid, or any freight billed Shipper's Order or billed straight to one "advise" or "notify" another. All such freight must be delivered to the next station, and the agent where freight is left will advise forwarding agent and consignee in the usual manner.

## 26. WATCH INSPECTION SERVICE

The names of our Watch Inspectors and their locations are shown below:

Webb C. Ball	Gen. Time Inspector	58 East Washington St., Chicago, Illinois
Elmer A. Collins	Gen. Supervisor of Time Service	210 South 6th Street, Springfield, Illinois
C. I. Josephson	Local Inspector	Union Station, Peoria, Illinois
Russell Tedford	Local Inspector	2121 South Adams St., Peoria, Illinois
H. Birkenbush	Local Inspector	420 Court Street, Pekin, Illinois
J. Euteneuer & Son	Local Inspector	228 Main Street, Havana, Illinois
Collins & Company Jewelers	Local Inspector	210 South 6th Street, Springfield, Illinois
C. W. Slaybaugh & Son	Local Inspector	208 West Market St., Taylorville, Illinois

## 27. LOCATION OF TRACKS NOT OTHERWISE SHOWN

Distance from Peoria	Station	Station Number	Car Ca- pacity
40.42	Havana Junction Yard	40	240
65.06	Salem Coal Dock	65	17
81.48	Water Works	81	53
83.11	Ridgely (Fairground)	83	54
114.63	Carter	114	106
	B. & O. Connection Taylorville	X118	

## 28. FLASHER SIGNALS

Trains doing work at points where flasher signals are located must not leave cars or engine fouling the circuit.

## 29. PASSENGER TRAINS HANDLING FREIGHT CARS

Freight cars must not be handled on the rear of passenger trains.

## 30. EXPLOSIVES

Cars loaded with inflammable articles, acids, dynamite, powder and other explosives and placarded loaded tanks, will be handled in accordance with Bureau of Explosives Tariff and supplements thereto.

## 31. NORMAL POSITION OF MAIN TRACK SWITCHES

Switch at the south end of Short Wye at Cimic set for Wye.  
Switch at G. M. & O. Junction set for Auburn.

## 32. REPORTING TRACK CONDITIONS

In reporting bad places in track or other trouble along the line the location should be designated to closest mile post markings disregarding distance as shown in time table.

## 33. BLOCKING CROSSINGS

Private crossings must not be left blocked.

## 34. DROPPING CARS

It is unlawful to make a running switch in the City of Pekin.

## 35. INTERCHANGE MOVEMENTS

Crews handling car or cars from or to connections in switch movements when any portion of the main line is used in making such interchange movements must have 100 per cent air cut in and in service.

## 36. REPORT OF ACCIDENTS

(A) Report of all accidents must be promptly made by telegraph on Form 48G008 to the Superintendent by the Conductor of the train or person in charge to be followed by a written report from each member of crew. When reporting accidents occurring between Taylorville and Compro an additional copy of Form 48G008 will be made for the Assistant Trainmaster on duty at time of the accident.

(B) Accidents occurring on foreign lines, the Conductor in charge of train will make a joint report to the official in charge of the track on which the accident occurred, as well as to the Superintendent of this Company. Full particulars must be given.

## 37. SPRING SWITCHES

Located at following points:

Station	Track	Location	Normal Position
Crescent	Wye	South Leg	Main Track
Stoehrs	Siding	South End	Main Track
Manito	Siding	Both Ends	Main Track
Forest City	Siding	Both Ends	Main Track
Topeka	Siding	Both Ends	Main Track
Kelsey	Siding	Both Ends	Main Track
Kilbourne	Siding	Both Ends	Main Track
Oakford	Siding	Both Ends	Main Track
Atterbury	Siding	Both Ends	Main Track
Hill Top	Siding	South End	Main Track
*Hurst	Siding	Both Ends	Main Track
Tice	Siding	Both Ends	Main Track
Athens	Siding	Both Ends	Main Track
Barr	Siding	North End	Main Track
Andrew	Siding	Both Ends	Main Track
Shops	Cross-Over From South To North	South Switch	North Main
Shops	Diversion	North Switch	North Main
Shops	South Main	South End Of Double Track	North Main
Pawnee	Siding	Both Ends	Main Track

\* Southbound trains of forty-five (45) cars or more in length meeting northbound trains at Hurst will leave train on passing track, cut off engine, and go for coal and water at Salem.

## 38. Following code of Whistle Signals to be used at South End Havana Siding Interlocking:

STATION	FROM	TO	WHISTLE BLASTS
SOUTHWARD			
HAVANA	Main	Main	— — — —
HAVANA	Siding	Main	o —
NORTHWARD			
HAVANA	Main	Main	— — — —
HAVANA	Main	Siding	— o

## 39. Following code of Whistle Signals to be used at Barr Interlocking:

	FROM	TO	
NORTHWARD			
BARR	Main	Main	— — — —
BARR	Main	Siding	— o
SOUTHWARD			
BARR	Main	Main	— — — —
BARR	Siding	Main	o —

40. Following code of Whistle Signals to be used at Ridgely Interlocking:

	FROM	TO	
NORTHWARD			
Ridgely	Northward Main	Northward Main	— — — —
Ridgely	Northward Main	G.M.&O. Yards	— — 0
Ridgely	Northward Main	Fairgrounds	— 0

Trains or Engines using southbound main for northward movement will add one short blast of the whistle.

SOUTHWARD			
Ridgely	Main	Main	— — — —
Ridgely	Main	Fairgrounds	— 0

41. Following code of Whistle Signals to be used at Shops C&IM-Wabash-North Grand Avenue Interlocking:

STATION	FROM	TO	WHISTLE BLASTS
NORTHWARD			
SHOPS	North Main	North Main	—
SHOPS	South Main	South Main	—
SHOPS	North Main	South Main	— 0
SHOPS	North Main	North Main Diverging Route	— — —
SHOPS	South Main	North Main Diverging Route	0 0 —
"A" YARD NORTHWARD			
SHOPS	"A" Yard	North Main	— 0 0 0
SHOPS	"A" Yard	South Main thru cross-over	0 — 0
SHOPS	"A" Yard	To Diverging Route thru cross-over	0 — 0 0
SHOPS	"B" Yard	South Main	— 0 —
SHOPS	"B" Yard	North Main Diverging Route	0 —
SHOPS	Mill Yard	South Main	— — 0
SHOPS	Wabash Delivery Track	Wabash Connection	— — — 0
SHOPS	Mill Yard	Wabash Connection	0 0 0 —
SHOPS	Wabash Main Track	Wabash Main Track	— —
SOUTHWARD			
SHOPS	North Main	North Main	—
SHOPS	South Main	South Main	—
SHOPS	South Main	North Main	— 0
SHOPS	North Main Diverging Route	North Main	— — —
SHOPS	North Main Diverging Route	South Main	0 0 —
SHOPS	South Main	"B" Yard	— 0 —
SHOPS	North Main Diverging Route	"B" Yard	0 —
SHOPS	South Main	Mill Yard	— — 0
SHOPS	Wabash Connection	Wabash Delivery Track	— — — 0
SHOPS	Wabash Connection	Mill Yard	0 0 0 —

STATION	FROM	TO	WHISTLE BLASTS
SHOPS	Wabash Main Track	Wabash Main Track	— —
SHOPS	Hand throw cross over switch from south main to north main at Converse Avenue		o — — o

## 42. MEDICAL DEPARTMENT

		Office Phone	Residence Phone
Springfield, Ill. 1st Nat'l. Bank Bldg.	Dr. G. W. Staben, Superintendent—Medical Department	5421	7225
(Phone No. of Physician's Exchange—7575)	Dr. Douglas M. Gover, Chief Medical Examiner	5421	3-9657
	Dr. C. R. Driskell, Consulting Physician	5421	2-7812
Springfield, Ill. 929 So. Second St.	Dr. Walter Shriner, Chief Surgeon	8-7800	3-5976

## LOCAL SURGEONS

		Office Phone	Residence Phone
Peoria, Ill. 919 First Nat'l. Bk. Bldg. 709 Lehman Bldg. (Phone No. of Physician's Exchange—4-4155)	Dr. H. F. Diller Dr. H. E. Cooper	6-4691 3-4544	2-1728 3-1434
Pekin, Ill. 511 Elizabeth St. 417 Elizabeth St. 28-32 So. 4th St. 28-32 So. 4th St. (Phone No. of Physician's Exchange—740)	Dr. Neal Crawford Dr. N. A. Wright, Jr. Dr. James Weimer Dr. Russell K. Taubert	55 370 1642 1642	1629 210 1001 728
Havana, Ill. 218½ W. Main St. 202½ W. Main St.	Dr. J. W. McHarry Dr. Dario Landazuri	708 140	201-M 274
Petersburg, Ill. 119 No. Main St.	Dr. H. K. Moulton	215	53
Athens, Ill.	Dr. T. F. Hill Dr. Elliott Faulk	89-20 22	89-30 128
Auburn, Ill. South Side Square South Side Square	Dr. Paul W. Bransford Dr. Kenneth J. Malmberg	2154 2154	3311 2164
Pawnee, Ill.	Dr. M. F. Norris	127	40
Taylorville, Ill. 321 W. Main Cross 321 W. Main Cross	Dr. L. C. Young Dr. J. H. Scofield	151 151	1040 1486

## CHIEF OCULIST AND AURIST

		Office Phone	Residence Phone
Springfield, Ill. Prince Sanitarium Bldg.	Dr. C. A. Ranker	7700	8-5917

## LOCAL OCULISTS

		Office Phone	Residence Phone
Springfield, Ill. Hagler Bldg. 401 E. Capitol Ave.	Dr. J. F. Deal	2-6313	2-2734
Pekin, Ill. 416 Elizabeth St.	Dr. S. T. Glasford	255J	255-M
Taylorville, Ill. 109 W. Main St.	Dr. Stephen L. West	1545	111

**43. CASUALTIES**

(A) Casualties, involving personal injuries, or damages to vehicles, occupied by persons, must be reported by telegraph as soon as possible on Form 48G008 to Superintendent at Springfield, by the Conductor of the Train or Foreman, or other Agent of the Company in charge. As soon as possible after the accident, written reports on Form 48G009 must be filled out and mailed to the Superintendent, by the Conductor of the train or Foreman, or other Agent of the Company in charge, who will also make every effort to obtain the names and addresses of all witnesses and persons present, or coming to the scene immediately after the accident, and will immediately wire such names and addresses to the Superintendent.

(B) When trespassers, or other persons, climbing or jumping from moving trains, or walking, lying, or loitering on the tracks, or right-of-way, are injured or killed, the Local Surgeon should only render first aid to the injured, and such persons killed, should be placed in charge of the local County, City or Village authorities, and report of the action taken should at once be made to the Superintendent, so that he may notify the Chief Surgeon and others concerned.

The law does not require that the body remain on the track until viewed by the Coroner. It may be removed to a suitable place where it can be cared for until the proper authorities arrive and take charge.

(C) In all cases of injury requiring surgical aid the company surgeon nearest should be called first. If company surgeon cannot be reached, call any other surgeon most convenient.

(D) In all cases the company surgeon should assume control upon his arrival and make all necessary arrangements for the proper care of patients.

(E) When calling for company surgeons, if possible state the character of injury and what will probably be necessary for relief.

(F) The company surgeon on his arrival should take charge, making proper arrangements for the continuance or discontinuance of services of surgeons previously called.

(G) In all cases of injury, patients should be removed from scene of accident as promptly as possible and every arrangement made for their comfort.

(H) No surgical operation should be performed by any other than company's surgeon except for the safety of the patient until the arrival of the company's surgeon.

(I) Company surgeons will be expected to go any place and at any time they are called.

(J) Employees are expected when possible to visit company surgeon's office for dressing.

**44. SPEED OF TRAINS**

Miles per Hour	Time per Mile	
	Minutes	Seconds
5	12	0
10	6	0
15	4	0
20	3	0
25	2	24
30	2	0
35	1	43
40	1	30
45	1	20
50	1	12
55	1	5
60	1	0
65	0	55
70	0	51



**LET'S GIVE  
THE HIGH BALL  
TO SAFETY**