

SAFETY ALWAYS

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

Obedience to the rules is essential to safety.

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

ROAD DIESEL LOCOMOTIVES

To provide greater advance warning to Maintenance of Way Forces DURING DAY-LIGHT HOURS, Road Diesel Locomotives must burn their headlights Dim during ordinary weather, and at full power when weather is dull and foggy.

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

HOT JOURNAL BY DAY.

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

BY NIGHT.

Stop signal.

BRAKES STICKING . . . BY DAY.

Hands shoved in sliding motion out from body.

BY NIGHT.

Stop signal.

BROKEN WHEELS

DEFECTIVE TRUCK

DRAGGING BRAKE CONNECTION

LADING SHIFTED OVER SIDE OR END OF CAR

SWINGING CAR DOOR OR ANY OTHER DANGEROUS CONDITION

} Stop signal

DIVISION OFFICERS

J. F. NELLIS.....	Superintendent	Decatur, Ill.
E. W. NIXON.....	Supt. Chicago Terminal	
	Division	Chicago, Ill.
F. T. SCHMIDT.....	Trainmaster Chicago Terminal	
	Division	Chicago, Ill.
L. K. BROWN.....	Supt. St. Louis Terminal	
	Division.....	St. Louis, Mo.
C. R. FOUNTAIN.....	Trainmaster St. Louis Terminal	
	Division.....	St. Louis, Mo.
W. G. BLADES.....	Asst. Trainmaster St. Louis	
	Terminal Division.....	St. Louis, Mo.
R. J. CRIFE.....	Trainmaster	Decatur, Ill.
M. W. HOLLENBECK.....	Trainmaster	Decatur, Ill.
R. W. WILLS.....	Trainmaster	Decatur, Ill.
C. A. LASCO.....	Asst. Trainmaster	Decatur, Ill.
U. F. ROGERS.....	Road Foreman of Engines.....	Decatur, Ill.
J. W. CRAWFORD.....	Road Foreman of Engines.....	Decatur, Ill.
P. P. STAATS.....	Road Foreman of Engines.....	Decatur, Ill.
J. C. JOHNSON.....	Chief Train Dispatcher.....	Decatur, Ill.
R. ROBERTS.....	Night Chief Train Dispatcher.....	Decatur, Ill.
C. E. INMAN.....	Relief Chief Train Dispatcher.....	Decatur, Ill.
O. C. SANDBERG.....	Night Chief Train Dispatcher.....	Decatur, Ill.

Wabash Railroad Company

DECATUR DIVISION

Time-Table No. 48

IN EFFECT
SUNDAY, APRIL 25, 1954

AT 12:01 A. M.
Central Standard Time



PREVIOUS TIME-TABLES ARE VOID AND MUST
BE DESTROYED

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

G. H. SIDO,
Vice President-Operations.

C. A. JOHNSTON,
General Manager.

R. A. MESSMORE,
Assistant General Manager.

L. A. HIGH,
Superintendent Transportation.

J. F. NELLIS,
Superintendent.

HUSTON-PATTERSON CORP., DECATUR, ILL.

CHICAGO TO FORREST—6th District

Distance from Chicago	Time-Table No. 48 In Effect April 25, 1954		Southward Trains								
			FIRST CLASS				SECOND CLASS			THIRD CLASS	
			11	21	13	17	83	99	93	77	
			Banner Blue	Blue Blvd	Decatur Express	The Midnight	Red Ball Freight	Red Ball Freight	Red Ball Freight	Local Freight	
Daily	Daily	Daily Except Sun.	Daily	Daily	Daily	Daily	Tues. Thurs. Sat.				
STATIONS		Capacity sidings in 45 ft. cars exclusive of engine and caboose.	AM	PM	PM	PM					
.....	CHICAGO		11.30	4.35	4.40	11.20	AM	PM
4.4	DN 47TH STREET		12.05	7.00
6.5	ENGLEWOOD		\$11.43	4.49	\$ 4.54	\$11.34
8.0	W. I. JCT.	DOUBLE TRACK	11.45	4.52	4.57	11.37	12.25	PM	7.20	AM
10.8	LANDERS		12.35	12.01	7.25	7.15
12.2	DN ASHBURN		11.50	4.58	\$ 5.12	11.45	12.45	12.06	7.30	7.20
14.8	OAK LAWN		7.30
16.4	DN CHICAGO RIDGE		11.54	5.02	\$ 5.19	11.50	1.01	12.40	7.40	7.35
17.8	WORTH		7.40
19.9	PALOS PARK		1.06	12.46	7.48	7.45
28.2	DN ORLAND PARK		12.00	5.08	\$ 5.32	11.56	1.15	12.51	7.55	7.53
30.1	MARLEY		95	12.06	5.14	5.41	12.03	1.25	1.21	8.07	8.05
38.6	STEELE	
34.6	DN BRISBANE	105	12.10	5.19	5.46	12.08	1.45	1.40	8.17	8.35	
39.6	DN MANHATTAN	125	12.14	5.24	5.52	12.14	2.00	1.55	8.26	9.00	
42.0	ARSENAL	115	.....	.....	5.55	12.17	2.07	2.00	8.31	9.07
47.0	D SYMBERTON	84	12.20	5.30	6.00	12.22	2.18	2.10	8.41	9.23	
51.1	BALLOU	.....	.....	.....	.....	.....	.....	.....	.....	9.35
52.9	D BITCHIE	69	.....	.....	6.06	.....	2.30	2.25	8.52	9.42
54.2	CUSTER PARK	95	12.26	5.36	6.08	12.30	2.36	2.30	8.58	9.54	
59.8	ESSEX	72	12.31	5.41	6.14	12.36	2.47	2.42	9.09	10.05	
66.0	DN REDDICK	128	12.36	5.46	6.20	12.42	3.00	2.53	9.29	10.20	
72.2	D CAMPUS	76	12.41	.....	6.26	12.48	3.15	3.04	9.42	10.40
76.6	D EMINGTON	125	12.46	5.55	6.30	12.53	3.22	3.13	9.50	10.50	
82.4	D SAUNEMIN	112	.....	6.00	6.36	12.58	3.38	3.23	9.59	11.00
87.4	D WING	N S 61	12.57	6.04	6.41	1.03	3.55	3.32	10.06	11.10	
92.4	DN FORREST	S 124	\$ 1.06	\$ 6.10	\$ 6.46	\$ 1.12	4.21	3.46	10.15	11.20	
			PM	PM	PM	AM	AM	PM	PM	AM	
			Daily	Daily	Daily Except Sun.	Daily	Daily	Daily	Daily	Tues. Thurs. Sat.	
.....	Scheduled time.....	.....	1:36	1:35	2:06	1:52	4:16	3:45	3:15	4:05
.....	Average miles an hour.....	.....	57.7	58.3	44.0	49.5	21.7	21.7	27.0	19.9

Following trains meet on double track between W. I. Jct. and Orland Park:
 No. 11 and No. 76.
 No. 21 and No. 10.
 No. 13 and No. 10.
 No. 17 and No. 90.
 No. 99 and No. 76.

No. 21 stop on signal at Englewood to receive revenue passengers for Decatur, Taylorville, Litchfield, Granite City and St. Louis.
 No. 13 stop at Halsted St., Racine Ave., Ashland Ave., and Western Ave., stop on signal at Southmoor, 1 mile south of Palos Park and Alpine, 3.3 miles south of Orland Park; and stop at all stations south of Orland Park not covered by other signal stops to receive or discharge revenue passengers.
 No. 77 carry passengers.

FORREST TO CHICAGO—6th District

Time-Table
No. 48

In Effect April 25, 1954

STATIONS

Northward Trains

Station number	Northward Trains						
	FIRST CLASS				SECOND CLASS		THIRD CLASS
	12	18	24	10	182	90	76
	Chicago Express	The Midnight	Blue Bird	Banner Blue	Red Ball Freight	Red Ball Freight	Local Freight
Daily Except Sun.	Daily	Daily	Daily	Daily	Daily	Mon. Wed. Fri.	
	AM	AM	PM	PM	PM	AM	
501	7.10	6.50	2.05	5.35	PM	AM	.....
DN 47TH STREET 4.4	505	6.58	.....	.....	12.30	12.30	.....
ENGLEWOOD 2.1	509	6.53	6.35	1.48	5.20	.....	.....
W. I. JCT. 1.5	511	6.50	6.31	1.45	5.17	11.40	11.38 PM
LANDERS 2.8	514	6.36	.....	.....	.....	11.33	11.23 12.15
DN ASHBURN 1.4	515	6.32	6.19	1.37	5.05	11.30	11.18 11.55
OAK LAWN 2.6	517	6.26	.....	.....	.....	.....	11.40
DN CHICAGO RIDGE 1.6	518	6.18	6.10	1.33	4.59	11.20	11.08 11.30
WORTH 1.4	519	6.15	.....	.....	.....	.....	11.15
PALOS PARK 2.1	521	6.11	.....	.....	.....	.....	11.05
DN ORLAND PARK 3.3	523	6.05 5.36	5.56	1.27	4.50	10.55	10.57 10.55
MARLEY 6.9	527	5.26	5.46	1.21	4.44	10.40	10.45 10.25
STEELE 3.5	530	5.21	.....	.....	.....	.....	.....
DN BRISBANE 1.0	529	5.19	5.40	.....	4.40	10.30	10.35 10.05
DN MANHATTAN 5.0	531	5.09	5.33	1.12	4.35	10.20	10.25 9.45
ARSENAL 2.4	532	4.57	.....	.....	.....	10.16	10.17 9.33
D SYMERTON 5.0	533	4.49	5.24	1.05	4.29	10.08	10.05 9.25
BALLOU 4.1	534	4.39	.....	.....	.....	.....	9.10
D RITCHIE 1.8	535	4.36	.....	.....	.....	9.57	..... 9.05
CUSTER PARK 1.3	538	4.32	5.14	12.57	4.21	9.54	9.51 8.59
ESSEX 5.6	537	4.21	5.07	.....	.....	9.47	9.40 8.45
DN REDDICK 6.2	539	4.10	5.00	12.47	4.11	9.39	9.29 8.30
D CAMPUS 6.2	541	3.59	4.52	12.41	4.06	9.31	9.18 8.15
D EMINGTON 4.4	543	3.49	4.46	12.36	.....	9.25	9.09 7.59
D SAUNEMIN 5.8	545	3.38	4.38	.....	3.57	9.17	8.57 7.45
D WING 5.0	547	3.27	4.30	12.27	3.52	9.10	8.45 7.30
DN FORREST 5.0	549	3.16	4.21	12.22	3.46	9.00	8.33 7.00
		AM	AM	PM	PM	AM	PM
		Daily Except Sun.	Daily	Daily	Daily	Daily	Daily
Scheduled time.....		3:54	2:29	1:43	1:49	3:30	3:57
Average miles an hour.....		23.6	37.2	53.8	50.8	25.1	22.2
							5:15
							15.5

DOUBLE TRACK

AUTOMATIC BLOCK SYSTEM

Following trains meet on double track between Orland Park and W. I. Jct.:
 No. 10 and No. 21.
 No. 10 and No. 13.
 No. 90 and No. 17.
 No. 76 and No. 11.
 No. 76 and No. 99.

No. 12 stop on signal at Alpine, 3.3 miles south of Orland Park and Southmoor, 1 mile south of Palos Park and stop at Western Ave., Ashland Ave., Racine Ave. and Halsted St.
 No. 18 stop on signal at Orland Park to discharge revenue passengers from St. Louis or to receive revenue passengers for Chicago and stop on signal at 47th Street to discharge revenue passengers from Orland Park and scheduled stops south thereof.
 No. 76 carry passengers.

FORREST TO BEMENT—7th District

Southward Trains

Distance from Chicago	Time-Table No. 48 In Effect April 25, 1954		Southward Trains								
			FIRST CLASS				SECOND CLASS			THIRD CLASS	
			17	11	21	13	83	99	93	75	
			The Midnight	Banner Blue	Blue Bird	Decatur Express	Red Ball Freight	Red Ball Freight	Red Ball Freight	Local Freight	
STATIONS		Capacity sidings in 48 ft. cars exclusive of engine and caboose.	Daily	Daily	Daily	Daily Except Sun.	Daily	Daily	Daily	Tues. Thurs. Sat.	AM
92.4	DN	FORREST	N 118	1.16	1.06	6.10	6.49	4.55	4.45	10.15	7.30
99.4	D	STRAWN	150	1.25	1.15	6.17	6.58	5.09	5.10	10.27	7.43
104.0	D	SIBLEY	125	1.30	1.20	6.21	7.04	5.17	5.25	10.37	7.52
108.9		GARBER						5.27	5.40	10.48	8.02
112.1	DN	GIBSON CITY	118	1.38	1.27	6.28	7.12	5.33	5.55	10.55	8.19
116.8		PROCTOR									8.30
120.2	D	FOOSLAND	125	1.50	1.34	6.35	7.22	5.48	6.10	11.11	8.40
123.4	D	LOTUS					7.26				8.46
125.1		OSMAN	125	1.56			7.28	5.55	6.25	11.23	8.50
127.3		BLUE RIDGE					7.30				8.56
181.2	DN	MANSFIELD	115	2.03	1.44	6.44	7.34	6.06	6.44	11.38	9.30
186.1		GALESVILLE					7.40				9.40
189.3	DN	LODGE	110	2.12	1.51	6.51	7.44	6.22	7.05	11.59	9.50
145.0	D	MONTICELLO	22	2.22	1.58		7.52	6.42	7.15	12.10	10.20
152.3	DN	BEMENT		2.35	2.08	7.03	8.02	7.10	7.35	12.35	10.45
				AM	PM	PM	PM	AM	PM	AM	AM
				Daily	Daily	Daily	Daily Except Sun.	Daily	Daily	Daily	Tues. Thurs. Sat.
		Scheduled time.....		1:19	1:02	6:53	1:13	2:15	2:50	2:20	3:15
		Average miles an hour.....		45.4	57.9	67.8	49.2	26.6	21.1	25.6	18.4

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

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

No. 75 carry passengers.

Following trains meet on double track between Lodge and Bement:

No. 21 and No. 90.
No. 99 and No. 90.

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

STREATOR BRANCH—7th District

Southward	Distance from Forrest	Time-Table No. 48 In Effect April 25, 1954		Station number	Northward
THIRD CLASS					THIRD CLASS
73					72
Local Freight					Local Freight
Daily Except Sun.			Daily Except Sun.		
PM			AM		
1.15	37.0	D	STREATOR	411	10.30
1.20	35.2		CLAY	412	10.15
1.37	31.2	f	MANVILLE	413	9.55
1.59	26.3	f	CORNELL	415	9.35
2.20	21.3	f	ROWE	417	9.17
2.35	16.8	D	PONTIAC	421	9.05
2.47	12.8		McDOWELL	423	8.50
2.52	11.0		LODEMIA	425	8.45
3.07	5.6	D	FAIRBURY	429	8.30
3.30		DN	FORREST	549	8.15
					AM
					Daily Except Sun.
			Scheduled time.....		2:15
			Average miles an hour.....		16.4

LIST OF THROUGH TRUSS AND OTHER
NON-CLEARANCE BRIDGES, STRUCTURES AND
TUNNELS — MAIN TRACKS (Cont'd on page 5)

Structure or Bridge No.	Location		
1035	Palos Park		side
1037A	Palos Park	Overhead	
1038A	Palos Park	Overhead	side
1040A	Palos Park	Overhead	
1076	Marley		side
1078	Steele		side
1081	Steele	Overhead	
1084	Brisbane		side
1145	Custer Park	Overhead	side
1149	Custer Park	Overhead	side
1166	Essex		side
1236	Wing	Overhead	side
1705	Pontiac	Overhead	side
1320	Gibson City		side
1326	Proctor		side
1332	Foosland		side
1342	Lotus		side
1352	Blue Ridge	Overhead	
1393	Lodge		side
1396	Lodge		side

No. 72 and 73 carry passengers.

**Time-Table
No. 48**

In Effect April 25, 1954

STATIONS

		Station number	Northward Trains							
			FIRST CLASS				SECOND CLASS		THIRD CLASS	
			12	18	24	10	182	90	74	
			Chicago Express	The Midnight	Blue Bird	Banner Blue	Red Ball Freight	Red Ball Freight	Local Freight	
		Daily Except Sun.	Daily	Daily	Daily	Daily	Mon. Wed. Fri.			
			AM	AM	PM	PM	AM			
AUTOMATIC BLOCK SYSTEM	DN	FORREST	549	3.06	4.17	12.22	3.46	9.00	8.33	11.30
		7.0								
	D	STRAWN	485	2.54	4.07	12.16	3.38	8.40	8.22	11.00
		4.6								
	D	SIBLEY	439	2.46	4.01	12.12	3.34	8.33	8.14	10.45
		4.9								
		GARBER	441	2.39	8.25	10.30
		3.2								
	DN	GIBSON CITY	448	2.34	3.51	12.05	3.26	8.19	8.02	10.15
		4.2								
		PROCTOR	446	9.50
		3.9								
	D	FOOSLAND	447	2.18	3.39	11.58	3.19	8.05	7.51	9.35
		3.2								
	D	LOTUS	449	2.13	9.20
	1.7									
	OSMAN	451	2.11	3.32	11.54	.....	7.57	7.44	9.10
	2.2									
	BLUE RIDGE	458	2.08	.....	.....	.....	.....	.....	9.00
	3.9									
DN	MANSFIELD	455	2.03	3.25	11.49	3.08	7.47	7.34	8.45	
	4.9									
	GALESVILLE	457	1.55	.....	.....	.....	.....	.....	8.30
	3.2									
DN	LODGE	463	1.50	3.15	11.42	3.00	7.35	7.15	8.15	
	5.7									
D	MONTICELLO	465	1.43	3.05	.....	2.53	7.27	.....	8.00
	7.3									
DN	BEMENT	181	1.30	2.54	11.30	2.42	7.15	6.50	7.30	
			AM	AM	AM	PM	AM	PM	AM	
			Daily Except Sun.	Daily	Daily	Daily	Daily	Daily	Mon. Wed. Fri.	
.....Scheduled time.....			1:36	1:23	0:52	1:04	1:45	1:43	4:00	
.....Average miles an hour.....			37.4	43.3	69.1	56.1	34.2	34.8	14.9	

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

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

No. 74 carry passengers.

Following trains meet on double track between Bement and Lodge:

No. 90 and No. 21.
No. 90 and No. 99.

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

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

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

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

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

**NOTE "A"
CLEARANCE—HANNIBAL—TUNNEL**

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

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

TILTON TO DECATUR—9th District

Westward Trains

Distance from Detroit	Time-Table No. 48		Westward Trains													
	In Effect April 25, 1954		FIRST CLASS						SECOND CLASS					THIRD CLASS		
	STATIONS		17	3	1	11	21	13	93	83	89	99	91	71	75	
			The Midnight	St. Louis Limited	Wabash Cannon Ball	Banner Blue	Blue Bird	Decatur Express	Red Ball Freight	Red Ball Freight	Red Ball Freight	Red Ball Freight	Red Ball Freight	Local Freight	Local Freight	
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Tues. Thurs. Sat.	Tues. Thurs. Sat.		
				AM	PM					AM		PM	AM			
308.9	DN	TILTON 2.8	.....	2.08	12.33	.....	.....	.....	.....	7.15	.....	11.10	6.45	.....	
306.7		NT JCT. 1.1	.....	2.12	12.36	.....	.....	.....	.....	7.19	.....	11.15	6.53	.....	
307.8	D	CATLIN 5.5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6.55	.....	
318.3		RYAN 1.4	155	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
314.7	D	FAIRMOUNT 6.8	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7.09	.....	
321.5	D	HOMER 6.1	125	.....	.....	.....	.....	.....	.....	.....	.....	.....	7.21	.....	
327.6	D	SIDNEY 4.6	125	.....	.....	.....	.....	.....	.....	.....	.....	.....	7.35	.....	
332.2	D	PHILO 5.8	60	.....	.....	.....	.....	.....	.....	.....	.....	.....	7.45	.....	
338.0	DN	TOLONO 4.5	125	2.50	1.05	.....	.....	.....	.....	8.07	.....	12.03	7.55	.....	
342.5	D	SADORUS 3.1	67	.....	.....	.....	.....	.....	.....	.....	.....	.....	8.02	.....	
345.6		SLOAN 3.0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
348.6	D	IVESDALE 6.8	50	.....	.....	.....	.....	.....	.....	.....	.....	.....	8.11	.....	
355.4	DN	BEMENT 4.0	122 89	AM 2.35	3.11	1.21	PM 2.08	PM 7.03	PM 8.02	AM 12.35	AM 7.10	8.34	PM 7.35	12.26	AM 8.34	10.45
359.4		MILMINE 4.3	9.05	
363.7	D	CERRO GORDO 4.1	58	2.44	3.20	1.29	2.16	7.10	8.11	12.48	7.27	8.46	7.47	12.37	9.25	11.01
367.8		OAKLEY 2.8	9.45	
370.6		SANGAMON 2.3	10.00	11.15	
372.9	DN	BRUSH 2.7	2.53	3.30	1.37	2.26	7.18	8.19	1.40	8.15	9.20	8.10	1.10	10.15	11.30
375.6	DN	DECATUR	3.02	3.40	1.45	2.31	7.24	8.27	AM	AM	AM	PM	AM	AM	AM
				AM	AM	PM	PM	PM	PM							
				Daily	Daily	Daily	Daily	Daily	Daily Except Sun.	Daily	Daily	Daily	Daily	Daily	Tues. Thurs. Sat.	Tues. Thurs. Sat.
		Scheduled time.....		0:27	1:32	1:12	0:23	0:21	0:25	1:05	1:05	2:05	0:35	2:00	3:30	0:45
		Average miles an hour.....		44.8	46.7	59.7	52.2	57.7	48.4	16.1	16.1	33.1	30.0	34.5	19.7	23.3

No. 13 stop on signal at all stations to receive or discharge revenue passengers.
 No. 71 carry passengers.
 Following trains meet on double track between Tolono and Brush:
 No. 17 and No. 18.
 No. 1 and No. 98.
 No. 11 and No. 10.
 No. 93 and No. 12.
 No. 83 and No. 182.
 No. 83 and No. 74.
 No. 83 and No. 70.
 No. 89 and No. 70.
 No. 99 and No. 96.
 No. 75 and No. 24.

CHAMPAIGN BRANCH—9th District

Distance from Sidney	Time-Table No. 48	Station number
	In Effect April 25, 1954	
	STATIONS	
.....	D SIDNEY 3.4	121
3.4	DEERS 2.9	591
6.3	MIRA 3.2	592
9.5	URBANA 2.0	552
11.5	A B I. C. JUNCTION 0.2	.....
11.7	S D CHAMPAIGN	558
	Scheduled time.....	
	Average miles an hour.....	

SPECIAL INSTRUCTIONS

Between Main Street, Urbana and State Street, Champaign all train and yard movements will be governed by color light automatic signals, in connection with advance indicator signals in accordance with current Champaign Terminal joint time-table.

Gross weight permissible between Sidney and Champaign is 200,000 lbs. per car.

Yard limits at Urbana-Champaign are designated by "Yard Limit" boards.

RAILROAD CROSSINGS AND JUNCTIONS

Sidney—9th District main track—power controlled switch.
 Urbana—Junction of I. T. R. R. 0.3 mile east, westward trains stop. Spring switch, normal position I. T. R. R.
 Urbana—N. Y. C. No Target. Stop.
 Champaign—I. C. 0.3 mile east. No derrails. Governed by interlocking.

**Time-Table
No. 48**

In Effect April 25, 1954

STATIONS

Station number		Eastward Trains												
		FIRST CLASS						SECOND CLASS					THIRD CLASS	
		12	18	24	4	10	2	82	182	98	90	96	74	70
		Chicago Express	The Midnight	Blue Bird	Wabash Cannon Ball	Banner Blue	Detroit Limited	Red Ball Freight	Red Ball Freight	Red Ball Freight	Red Ball Freight	Red Ball Freight	Local Freight	Local Freight
AUTOMATIC BLOCK SYSTEM	DN	TILTON			PM		PM	AM		PM		PM		
		NT JCT.												
		CATLIN												
		RYAN												
		FAIRMOUNT												
		HOMER												
		SIDNEY												
		PHILO												
		TOLONO												
		SADORUS												
		SLOAN												
		IVESDALE												
		BEMENT	AM	AM	AM	PM	PM	AM	AM	PM	PM	AM	AM	
		MILMINE												
CERRO GORDO														
OAKLEY														
SANGAMON														
BRUSH														
DECATUR														
Scheduled time		0:25	0:24	0:20	1:17	0:22	1:27	2:00	0:30	2:05	0:30	2:13	0:40	
Average miles an hour		48.4	50.5	60.6	55.8	55.0	49.4	34.4	35.0	33.1	35.0	31.1	26.2	

No. 12 stop on signal at Cerro Gordo to receive revenue passengers for Chicago.
 No. 4 stop on signal at Ivesdale, Sadorus, Philo, Sidney, Homer, Fairmount and Catlin to receive or discharge revenue passengers to or from schedule stops.
 No. 70 carry passengers.

Following trains meet on double track between Brush and Tolono:
 No. 12 and No. 93. No. 182 and No. 83. No. 74 and No. 83.
 No. 18 and No. 17. No. 98 and No. 1. No. 70 and No. 83.
 No. 24 and No. 75. No. 96 and No. 99. No. 70 and No. 89.
 No. 10 and No. 11.

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

Decatur hospital.....	Dr. D. A. Pence	Jacksonville.....	Dr. F. A. Norris
Chicago dispensary.....	Dr. R. S. Westline	Keokuk.....	Dr. F. L. DeWees
Forrest dispensary.....	Dr. G. G. Seitman	Kinderhook.....	Dr. P. H. Dechow
St. Louis dispensary, 634 North Grand Ave.....	Dr. Louis T. Litzow Dr. V. O. Fish	Litchfield.....	Dr. C. H. Sihler
Springfield dispensary.....		Dr. H. W. Sears	Manhattan.....	Dr. G. H. Brannon II
Barry.....	Dr. J. Belogorsky	Monticello.....	Dr. A. D. Furry
Bement.....	Dr. Wm. M. Scott	Mt. Olive.....	Dr. Frank B. Warner
Bluffs.....	Dr. A. A. Kuehn	Mt. Sterling.....	Dr. R. C. McGann
Bowen.....	Dr. W. F. Schoenherr	Orland Park.....	Dr. S. S. Leavitt
Carthage.....	Dr. J. D. Trotter	Philo.....	Dr. R. J. Brennan
Catlin.....	Dr. Fritz Koenig	Pittsfield.....	Dr. M. Schulman
Cerro Gordo.....	Dr. Jas. G. Lamb	Pontiac.....	Dr. H. L. Parkhill
Champaign.....	Dr. H. Curtis Bowser	Quincy.....	Dr. J. F. Merritt
Danville.....	Dr. Donald C. Good & Dr. A. E. Dale	Raymond.....	Dr. S. Wallace
East St. Louis.....	Dr. C. C. Kane	Saunemin.....	Dr. Leo T. Digal
Edwardsville.....	Dr. E. Wahl	Sidney.....	Dr. Martin Koeck III
Gibson City.....	Dr. R. N. Lane Dr. E. L. Etherton	Staunton.....	Dr. Arthur C. Goff
Granite City.....		Dr. Leo L. Grzesk	Stonington.....	Dr. F. L. Puckett
Griggsville.....	Dr. P. N. Chaisson	Streator.....	Dr. Rollin S. Moore
Hannibal.....	Dr. H. L. Greene and Dr. B. L. Murphy	Taylorville.....	Dr. L. C. Young & Dr. J. H. Scofield
Homer.....	Dr. J. E. Walton	Tolono.....	Dr. Glen F. Fishel
		Venice.....	Dr. Jacob R. Chalfin
		Wilmington.....	Dr. Chas. R. Wilson

DECATUR TO ST. LOUIS—13th District

Southward Trains

Distance from Detroit	Time-Table No. 48 In Effect April 25, 1954		Capacity sidings in 48 ft. cars exclusive of engine and caboose.	FIRST CLASS										SECOND CLASS			THIRD CLASS													
				17					3					1					91			93			89		77		79	
				The Midnight	St. Louis Limited	Wabash Cannon Ball	Banner Blue	Blue Bird	Red Ball Freight	Red Ball Freight	Red Ball Freight	Local Freight	Local Freight	Daily Except Sun.	Tues. Thurs. Sat.															
				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily															
STATIONS		Capacity sidings in 48 ft. cars exclusive of engine and caboose.		17	3	1	11	21	91	93	89	77	79																	
				AM	AM	PM	PM	PM	AM	AM	AM	AM																		
	DN	EAST DECATUR							1.40	2.30	10.00	7.30	.....																
375.6	DN	DECATUR 0.9		3.12	3.50	1.49	2.34	7.27	.....	.....	.....	.....	.....												
376.5	DN	MERCER ST. 2.7		3.15	3.53	.....	2.36	7.29	1.52	2.42	10.12	7.37	.....																
379.2		KNIGHTS 4.7		.....	.....	.....	.....	.....	1.57	2.47	10.17	7.41	.....																
383.9		BOODY 5.9	N 111	3.23	4.01	.....	2.43	7.36	2.04	2.54	10.24	7.48	.....																
389.8	D	BLUE MOUND 5.5		.....	.....	2.01	.....	.....	2.12	3.02	10.32	7.57	.....																
395.8	D	STONINGTON 3.9		3.33	4.11	.....	2.53	7.46	2.19	3.09	10.39	8.05	.....																
399.2		WILLEYS 4.8		.....	.....	.....	.....	.....	2.24	3.14	10.44	8.10	.....																
404.0	DN	TAYLORVILLE 8.4	N 72 S 46	3.50	4.23	2.13	3.01	7.56	2.30	3.21	10.50	8.20	.....																
412.4		PALMER 3.8		.....	.....	.....	.....	.....	2.41	3.34	11.01	8.31	.....																
416.2	D	MORRISONVILLE 6.0		4.04	4.36	.....	3.13	8.08	2.46	3.40	11.06	8.38	.....																
422.2	D	HARVEL 3.3	N 61	.....	.....	2.28	.....	.....	2.54	3.50	11.14	8.46	.....																
425.5		RAYMOND 5.3	N 63	4.14	4.45	.....	3.21	8.16	2.58	3.55	11.18	8.51	.....																
430.8		HONEY BEND 5.7		.....	.....	.....	.....	.....	3.05	4.03	11.26	8.58	AM												
436.5	28	LITCHFIELD 8.1	N 87 S 97	4.32	5.00	2.40	3.31	8.27	3.14	4.12	11.35	9.15	6.15																	
444.6	D	MT. OLIVE 1.5		4.44	5.12	.....	.....	.....	3.25	4.26	11.46	AM	6.30														
446.1		KARNES 4.2		.....	.....	.....	.....	.....	3.27	4.29	11.49	.....	6.35											
450.8		STAUNTON 1.8	S 122	4.52	5.20	2.51	3.45	8.41	3.33	4.36	11.55	.....	6.45																
452.1	DN	DECAMP 4.1		.....	.....	.....	.....	.....	3.36	4.39	11.58	.....	6.48											
456.2		WORDEN 4.3		.....	.....	.....	.....	.....	3.42	4.46	12.04	.....	6.58											
460.5		CARPENTER 6.6		5.06	5.33	.....	.....	8.50	3.49	4.53	12.10	.....	7.09														
467.1	DN	EDWARDSVILLE 7.9	N 51	5.28	5.47	3.05	4.00	8.56	4.00	5.05	12.20	.....	7.30																
475.0		MITCHELL 2.5		5.39	5.59	.....	4.07	9.04	4.14	5.20	12.40	.....	7.45															
477.5		NAMEOKI 3.0		.....	.....	.....	.....	.....	4.20	5.25	12.46	.....	7.50											
480.5	DN	GRANITE CITY 3.3		6.00	6.18	3.17	4.12	9.13	4.30	5.50	1.15	.....	8.00																
483.8	DN	BROOKLYN 1.2		.....	.....	.....	.....	.....	5.05	6.15	1.30	.....	8.30											
485.0		BRIDGE JCT. 0.6		.....	.....	.....	.....	.....	AM	AM	PM	.....	AM											
485.6		EAST ST. LOUIS 3.2		6.55	7.15	4.10	4.59	10.00	.....	.....	.....	.....	.....												
488.8		ST. LOUIS		AM	AM	PM	PM	PM	.....	.....	.....	.....	.....												
.....Scheduled time.....				3:43	3:25	2:21	2:25	2:33	3:25	3:45	3:30	1:45	2:15																	
.....Average miles an hour.....				32.8	35.7	51.9	50.4	47.8	32.1	29.3	31.4	34.8	21.0																	

Time due Delmar

17	3	1	11	21
AM	AM	PM	PM	PM
6.30	6.47	3.42	4.38	9.40

No. 17 stop on signal at Mt. Olive and Staunton to discharge revenue passengers from Chicago.

No. 3 stop on signal at Mt. Olive and Staunton to discharge revenue passengers from Ft. Wayne or scheduled stops east thereof; at Granite City to discharge revenue passengers from Decatur and scheduled stops east thereof, and reduce speed to 30 miles an hour at Taylorville and Morrisonville to discharge U. S. Mail.

No. 11 stop at Edwardsville and Granite City to discharge revenue passengers.

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

No. 1 stop on signal at Taylorville to discharge revenue passengers from Ft. Wayne or scheduled stops east thereof or to receive revenue passengers for Kansas City Train No. 9.

No. 77 and 79 carry passengers.

**Time-Table
No. 48**

In Effect April 25, 1954

STATIONS

Northward Trains

FIRST CLASS

SECOND CLASS

THIRD CLASS

Station number	FIRST CLASS					SECOND CLASS			THIRD CLASS	
	24	4	10	2	18	82	98	96	76	78
	Blue Brld	Wabash Cannon Ball	Banner Blue	Detroit Limited	The Midnight	Red Ball Freight	Red Ball Freight	Red Ball Freight	Local Freight	Local Freight
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sun.	Mon. Wed. Fri.	
	AM	AM	PM	PM	AM	AM	PM	PM	PM	
DN EAST DECATUR	141	.....	.....	.....	.....	5.05	12.35	7.30	12.40	.....
DN DECATUR	141	11.07	11.28	2.17	8.51	2.20	.....	.....	.....	.....
DN MERCER ST.	.....	11.04	11.25	2.14	8.48	2.17	4.37	12.15	7.08	12.24
KNIGHTS	266	.....	.....	.....	.....	4.32	12.10	7.03	12.18	.....
BOODY	267	10.57	11.17	2.07	8.40	2.09	4.25	12.02	6.56	12.11
D BLUE MOUND	269	.....	.....	.....	.....	4.17	11.53	6.48	12.01	.....
D STONINGTON	271	.....	11.07	1.57	8.30	1.56	4.09	11.45	6.40	11.52
WILLEYS	278	.....	.....	.....	.....	4.04	11.40	6.34	11.45	.....
DN TAYLORVILLE	275	10.39	10.57	1.49	8.21	1.44	3.57	11.33	6.27	11.33
PALMER	279	10.31	.....	1.41	.....	.....	3.46	11.22	6.16	11.08
D MORRISONVILLE	281	.....	10.43	.....	8.07	1.28	3.41	11.17	6.11	11.00
D HARVEL	288	10.23	10.38	1.33	8.02	1.23	3.33	11.09	6.03	10.51
RAYMOND	285	.....	.....	.....	.....	.....	3.28	11.04	5.58	10.46
HONEY BEND	287	10.16	10.31	.....	7.54	1.15	3.21	10.57	5.50	10.38
LITCHFIELD	289	10.10	10.25	1.19	7.47	1.08	3.13	10.49	5.41	10.30
MT. OLIVE	291	10.03	10.14	1.10	7.35	12.56	3.02	10.38	5.30	AM
KARNES	292	.....	.....	.....	.....	.....	2.59	10.35	5.27	8.57
STAUNTON	298	9.58	10.09	1.05	7.30	12.51	2.53	10.28	5.21	8.47
DN DECAMP	.....	.....	.....	.....	.....	.....	2.50	10.25	5.18	8.37
WORDEN	295	.....	.....	.....	.....	12.45	2.44	10.19	5.13	8.29
CARPENTER	297	.....	10.00	.....	7.21	12.41	2.38	10.12	5.07	8.19
DN EDWARDSVILLE	299	9.44	9.53	12.50	7.13	12.33	2.28	10.01	4.58	8.09
MITCHELL	308	9.37	9.43	12.42	7.03	12.22	2.18	9.51	4.48	7.49
NAMEOKI	805	.....	.....	.....	.....	.....	2.14	9.47	4.44	7.45
DN GRANITE CITY	807	9.32	9.37	12.37	6.56	12.14	2.10	9.43	4.40	7.40
DN BROOKLYN	810	Via West Belt and Merchants Bridge	Via West Belt and Merchants Bridge	Via West Belt and Merchants Bridge	Via West Belt and Merchants Bridge	Via West Belt and Merchants Bridge	2.00	9.30	4.30	7.30
BRIDGE JCT.	.....	.....	.....	.....	.....	.....	AM	AM	PM	AM
EAST ST. LOUIS	811	.....	.....	.....	.....	.....	.....	.....	.....	.....
ST. LOUIS	601	8.55	9.00	12.00	6.15	11.30	.....	.....	.....	.....
		AM	AM	NOON	PM	PM				
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sun.	Mon. Wed. Fri.
.....Scheduled time.....		2:12	2:28	2:17	2:36	2:50	3:05	3:05	3:00	2:10
.....Average miles an hour.....		55.4	49.4	53.4	46.9	43.0	35.6	35.6	36.6	28.1

AUTOMATIC BLOCK SYSTEM

DOUBLE TRACK

Time due Delmar

24	4	10	2	18
AM	AM	PM	PM	PM
9.08	9.13	12.13	6.30	11.47

No. 4 stop on signal at Granite City to receive revenue passengers for scheduled stops.

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

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

No. 2 stop on signal at Granite City to receive revenue passengers for Decatur and scheduled stops east thereof.

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

No. 76 and 78 carry passengers.

DECATUR—OUTER DEPOT—10th District

Westward Trains				Distance from Detroit	Time-Table No. 48 In Effect April 25, 1954	STATIONS	Station number	Capacity sidings in 45 ft. cars exclusive of engine and caboose.	Eastward Trains			
THIRD CLASS		SECOND CLASS							SECOND CLASS			THIRD CLASS
67	73	89	91						98	90	82	70
Freight	Local Freight	Red Ball Freight	Red Ball Freight						Red Ball Freight	Red Ball Freight	Red Ball Freight	Local Freight
Daily	Mon. Wed. Fri.	Daily	Daily						Daily	Daily	Daily	Tues. Thurs. Sat.
PM	AM	AM	AM		PM	PM	AM	PM				
3.30	6.30	10.01	2.45		DN EAST DECATUR	DBL 141		12.30	5.50	4.30	12.45	
				375.6	DN DECATUR	DBL 141						
3.40	6.40	10.13	2.57	376.5	DN MERCER STREET	TRK		12.05	5.25	3.45	12.30	
	6.58			382.8	HARRISTOWN		99				12.10	
	7.08			387.2	DN NIANTIC	D					11.55	
	7.20			391.1	DN ILLIOPOLIS	D	180				11.35	
	7.35			396.8	LANESVILLE	B					11.10	
	7.45			400.0	BUFFALO	R					10.55	
	7.55			402.9	DN DAWSON	D	111				10.40	
	8.05			407.3	RIVERTON						10.26	
4.54	8.15	11.15	3.59	411.2	DN STARNE	DBL 158	99	9.52	4.24	2.38	10.19	
					SPRINGFIELD							
5.23	8.35	11.35	4.28	414.7	DN SHOPS	DBL 159		9.35	4.07	2.21	10.05	
5.27	8.39	11.39	4.32	416.2	DN ILES	DBL	124	9.15	3.57	2.06	9.45	
	8.49			420.1	SANGER						9.37	
	8.59			423.0	CURRAN	M	125				9.30	
	9.13			427.3	BATES	B	86				9.20	
	9.30			430.6	DN NEW BERLIN	R	126				9.10	
				433.2	ISLAND GROVE	C						
	9.56			437.4	DN ALEXANDER	D	104				8.55	
	10.14			443.0	ARNOLD		121				8.42	
6.32	10.24	12.39	5.47	447.9	DN JACKSONVILLE	DBL 179	78	8.01	3.11	1.16	8.34	
6.42	10.34	12.49	5.57	453.0	MARKHAM		98	7.52	3.03	1.08	8.24	
6.52	10.44	12.59	6.07	457.9	DN CHAPIN	D	125	7.42	2.53	12.58	8.14	
7.13	11.01	1.15	6.28	465.4	DN BLUFFS	DBL 189	142	7.14	2.30	12.35	7.46	
7.22	11.09	1.23	6.37	469.8	NAPLES		75	7.03	2.22	12.27	7.35	
7.37	11.24	1.33	6.52	473.8	DN VALLEY CITY	D	72	6.52	2.08	12.13	7.24	
7.57	11.44	1.56	7.12	473.7	DN GRIGGSVILLE	D	75	6.40	1.56	12.01	7.12	
8.07	11.51	2.03	7.22	482.1	MAYSVILLE		20	6.33	1.49	11.54	7.02	
8.29	12.10	2.21	7.44	483.9	DN BAYLIS	DBL 253		6.20	1.36	11.40	6.50	
8.39	12.17	2.27	7.54	491.2	HADLEY		121	6.13	1.31	11.34	6.42	
8.59	12.34	2.42	8.15	493.9	DN BARRY	D		5.51	1.14	11.17	6.28	
9.03	12.37	2.46	8.18	499.9	MAGNER		55	5.47	1.12	11.13	6.20	
9.10	12.44	2.52	8.25	502.9	DN KINDERHOOK	D	61	5.40	1.07	11.08	6.14	
9.17	1.00	2.57	8.32	505.7	HULLS	D	125	5.30	1.00	11.01	6.04	
9.38	1.17	3.14	8.53	514.1	EAST HANNIBAL		91	5.14	12.47	10.48	5.49	
9.40	1.19	3.16	8.55	514.4	DN BRIDGE	DBL		5.11	12.45	10.46	5.46	
	1.29			515.7	HANNIBAL						5.40	
10.10	1.40	4.10	9.50	517.8	DN OUTER DEPOT	DBL 265		4.55	12.30	10.30	5.30	
PM	PM	PM	AM					AM	PM	PM	AM	
6:40	7:10	6:09	7:05					7:35	5:20	6:00	7:15	
21.3	19.8	23.1	20.0					18.7	26.6	23.7	19.6	

No. 70 and 73 carry passengers.

West-ward THIRD CLASS 3 Local Freight Daily	Distance from Detroit	Time-Table No. 48 In Effect April 25, 1954		Station number	Capacity sidings in 45 ft. cars exclusive of engine and caboose.	East-ward THIRD CLASS 12 Local Freight Daily
		STATIONS				
AM						PM
8.15	465.4	DN	BLUFFS	189	143	6.50
8.35	471.4	D	MEREDOSIA	191	16	6.20
8.47	475.4		PERRY SPRINGS	193	.....	6.04
8.59	479.0		VERSAILLES	195	14	5.49
9.08	482.1		GILBIRDS	197	.....	5.39
9.19	485.4		HERSMAN	199	.....	5.29
9.47	488.0	D	MT. STERLING	201	.....	5.20
10.03	494.0		TIMEWELL	203	.....	5.03
10.19	498.9	D	CLAYTON	205	15	4.50
10.30	502.7		BLACKS	221	6	4.39
10.42	505.6	DN	GOLDEN	223	.....	4.29
10.51	508.5		CHATTON	225	26	4.20
11.10	514.3	D	BOWEN	227	.....	4.06
11.23	519.0	D	DENVER	229	.....	3.53
11.33	522.9		BENTLEY	231	.....	3.40
11.57	528.0	D	CARTHAGE	233	10	3.25
12.22	533.4	D	ELVASTON	235	.....	3.05
12.32	539.9	D	HAMILTON	237	.....	2.40
1.30	541.2	DN	KEOKUK	239	.....	2.30
PM						PM
Daily						Daily
5:15 14.4			Scheduled time Average miles an hour			4:20 17.4

Nos. 3 and 12 carry passengers

SPECIAL INSTRUCTIONS

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

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

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

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

Note carefully that important changes have been made.

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

SPEED OF TRAINS

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

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

PASSENGER TRAINS

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

78 miles an hour, or 1 mile in 46 seconds.
60 miles an hour, or 1 mile in 1 minute with class M-1, O-1, D-15, D-30 and D-45 engines.

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

RED BALL FREIGHT, LOCAL AND MIXED TRAINS

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

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

FREIGHT & PASSENGER TRAINS

10TH DISTRICT

50 Miles an Hour or 1 mile in 1 minute, 12 seconds.
40 Miles an Hour or 1 mile in 1 minute, 30 seconds between Mile Post 465, at Bluffs, and MP 472 located one and eight-tenths (1.8) miles East of Valley City.

35 Miles an Hour or 1 mile in 1 minute, 42 seconds between west switch Markham and MP 465 at Bluffs.

35 Miles an Hour or 1 mile in 1 minute, 42 seconds between MP 472 located one and eight-tenths (1.8) miles east of Valley City and MP 487 located 5 miles west of Maysville.

Passenger Trains handling Freight cars will be governed same as Red Ball Freight trains.

DEAD FREIGHT TRAINS OR LIGHT ENGINES

ALL DISTRICTS

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

Trains, engines and self-propelled equipment must not exceed the following speeds when moving in automatic block signal or traffic control system, through interlockings or approaching highway crossings protected by automatic warning devices—

Single engine or unit of self-propelled equipment.....20 MAH
Two units of engine or cars.....30 MAH
Three units of engines or cars.....40 MAH

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

Diesels D-20, D-22, or single units of a D-30 or D-45, or A and B unit of a D-45 running backwards must not exceed 25 miles an hour.

Steam yard engines must not exceed 20 miles an hour.

Where district maximum speeds are less they will govern.

BRANCH TRAINS

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

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

On the Sullivan Branch, mixed and other freight trains must not exceed 20 miles an hour.

On the Pittsfield Branch, all trains must not exceed 25 miles an hour.

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

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

SPEED OF DISCONNECTED ENGINES

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

ENGINES HANDLED IN TRAINS

Dead engines must be separated from each other and from other engines by at least 5 cars. Trains hauling dead steam engines must not exceed 20 miles an hour.

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

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

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

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

Trains hauling diesel yard engines in tow must not exceed 35 miles an hour.

WORK EQUIPMENT HANDLED IN TRAINS

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

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

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

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

CENTRALIZED TRAFFIC CONTROL SYSTEM

Between N.T. Jct. and Tolono, 9th Dist.

520. Trains will move as authorized by signal indications which will supersede time-table superiority of trains but will not dispense with the use or observance of other signals whenever and wherever they may be required.

521. Trains will maintain their authorized identity and continue the display of classification and marker signals.

522. Train movement will be governed by signal indication as provided for under fixed signals, Pages 79-91 of Rules and Regulations of the Transportation Department.

Operation between N.T. Jct. and Tolono, Illinois, will be by Centralized Traffic Control System in accordance with Rules 261, 263, 264 and Special Instructions.

523. When a train is stopped by a stop signal at end of siding and the cause is not apparent, the conductor or engineman will communicate with train dispatcher. If conditions require the train dispatcher will issue clearance, which will be copied on C.T.C. Permissive Form 439 when train may proceed at restricted speed as authorized. If cause is apparent and signal continues to display "stop" indication for five minutes, the conductor or engineman must report to train dispatcher for instructions.

524. When a train is stopped by stop signal governing movement over Power controlled switch and means of communication have failed, after every possible effort has been made to establish communication with the train dispatcher, should no cause for detaining the train be apparent, the conductor, after a thorough

understanding with the enginemen will arrange, if necessary, for hand-operation of the switch in the route to be used, after which train may proceed, preceded by a flagman, a sufficient distance to insure full protection, to the next point of communication, or to the next block signal, displaying proceed indication, expecting to find a train or obstruction in block, switch not properly lined, a car inside the clearance point or a broken rail. After train has cleared the plant all switches must be restored to normal operating position. Complete report must be made to trainmaster from first point of communication.

525. Should it become necessary for a train or engine to reverse movement, such movement must be made under flag protection, but must not pass a signal, which governs movement over a POWER controlled switch, in reverse movement without permission from the train dispatcher.

526. If head end of train passes a signal governing movement over a POWER controlled switch and then reverse movement is made, so it is again in rear of signal, the train dispatcher must be notified at once.

527. Switch at end of double track at Tolono is operated by signalman but eastward signals are controlled jointly by signalman and train dispatcher.

Eastward trains when stopped by stop signal at this location in addition to receiving hand signal from signalman with yellow flag by day and yellow light by night per rule 608, must secure C.T.C. permissive card Form 439 authorizing the movement.

528. POWER switches and signals at the following locations are controlled and operated by train dispatcher at Decatur:

End double track N.T. Jct.
East and west end siding Ryan.
East and west end siding Homer.
East and west end siding Sidney.
Junction switch Champaign Branch, Sidney.
East end siding Tolono.

Switches at the following locations are equipped with electric locks and pipe connected details.

Catlin—East End Elevator track.
Fairmount—House track and Stock track.
Homer—Team track and Stock track.
Sidney—Elevator track.
Philo—East and West end siding.
Tolono—South long track.

On the following crossovers the main track switches are equipped with electric locks and inside switch of crossover is mechanically locked.

Catlin—Mine track.
Tolono—Crossover and south Wye.

On the above crossovers, the inside switch cannot be thrown until main track switch is reversed. Inside switch must be lined to normal before main track switch can be lined for main track.

529. There is a dual-control attachment which is a part of each POWER Switch machine located at each control switch.

A cast iron "N" on the first cross tie ahead of the switch points indicate the normal position of switch points. A cast iron "R" indicates reverse position of switch points.

Detailed instructions for operation will be found in concrete houses adjacent to POWER switches.

530. To obtain authority for hand operation of POWER Switch, trainman must inform dispatcher of movement to be made and secure permission. Train must make first move on signal indication. After authority has been obtained to operate POWER switch by hand and after first move has been made on signal indication, trainman must move selector lever to HAND position. Selector lever must remain in HAND position during hand operation.

531. Before a train may proceed on hand signal from a stop signal under authority of dispatcher or under flag protection, trainman must put selector lever in HAND position and observe that switch is lined for desired route and indicator on end of switch machine shows LOCKED. If indicator does not show LOCKED switch points must be spiked before movement is made over switch. (Spike maul, claw bar and spikes are kept in concrete house near switch.)

The employee securing authority is responsible for restoring switch and selector lever to normal position.

532. When it is necessary to line POWER switch by use of hand-throw lever, trainman must notify engineman when selector lever is in the HAND position and also notify him when it is returned to MOTOR position.

533. When selector lever is moved to HAND position, signals governing movement over POWER switch will indicate stop. Under these conditions, the train or engine authorized to use switch may consider indications of these signals suspended, and may make movements over switch as necessary during time selector lever is in HAND position.

534. Enginemen must not accept hand signals against fixed signals in making movements over a POWER switch unless selector lever of dual-control switch machine has been placed in HAND position and switch operated by hand-throw lever, or unless in an emergency, when they are fully informed as to the circumstances and the switch points have been spiked, if necessary.

535. The permission granted by train dispatcher to a trainman to hand operate a dual-control switch does not authorize any part of train or engine to move beyond the designated limits, even though the selector lever is operated.

536. If and when movements beyond the designated limits are necessary during the time the dual-control switch is being hand operated, the trainman must communicate with the train dispatcher and be governed by his instructions.

537. If additional time is required, trainman must, before time limit has expired, report to the train dispatcher for instructions.

538. When time limit expires or work is completed, trainman must restore hand-throw lever to normal position and selector lever to "motor-operating" position and lock both the selector and hand-throw levers and so report to the train dispatcher and, at the same time, notify him of the location of his train or engine.

539. To hold main track to do work or to operate a main track hand throw switch in the vicinity of a POWER switch a trainman must secure permission from the train dispatcher, and must have an understanding as to the length of time the main track can be used and must be in the clear in the time specified.

540. To hold the main track to do work at points not in the vicinity of a track or siding equipped with POWER switch, or switches, the conductor or enginemen must obtain permission from train dispatcher before leaving the controlled track or siding.

541. When conditions require the train dispatcher will issue authority to work which will be copied on C.T.C. Work Permit Form 440, showing working and time limits authorized.

542. When work has been completed or train or engine is clear of main track and switch closed and locked, or time limit has expired, a trainman must report to the train dispatcher, stating circumstances, location of train or engine, and the governing signal. If additional time or extension of working limits are required, they must be authorized by the train dispatcher and handled in the same manner.

544. Electrically locked hand throw switches:

- A. Train or engine desiring to enter electric locked switch must stop on releasing track instrument about 100 feet ahead of switch. With lock released the switch can be handled in the regular manner.
- B. Train or engine desiring to leave electric locked switch must stop clear of track to be entered and trainman must proceed as follows:
 1. Secure authority from train dispatcher, remove pad-lock, wait until electric lock is released, and then the switch can be handled in regular manner.
 2. When movement over switch is completed, return switch to normal and lock, notifying train dispatcher when done.
- C. When electric lock is out of order, inform the train dispatcher and secure authority to break seal, then lift cover, insert and turn switch key to release lock. After lock has been released train or engine desiring to leave electric locked switch must wait five minutes before lining switch and fouling the track to be entered. When seal has been broken, wire report must be made to trainmaster.

545. Telephones are located in concrete house near power operated switches, also at or near electric locked switches, and at clearance point of junction switch Champaign branch, Sidney.

546. A signal indicating "Stop", which is evidently out of order must be reported to the train dispatcher from the first available point of communication, giving number of the signal.

547. A POWER switch known or thought to be out of order, must be reported to the train dispatcher from the first available point of communication and if necessary a flagman must be left to notify all trains that would be affected, until relieved by a signal department employe or by instructions from the train dispatcher.

548. Running switches must not be made over electrically locked or POWER switches.

INSTRUCTIONS FOR MOVEMENT OF TRAINS BETWEEN BRUSH INTERLOCKING AND DECATUR DEPOT 9TH DIST.

Train movements over single track passenger main between Brush interlocking and Wabic interlocking, and train movements to and from yard running tracks through Wabic interlocking, Decatur, will be in accordance with Transportation Department Rule 261.

Trains will move as authorized by signal indications which will supersede time-table superiority of trains but will not dispense with the use or observance of other signals whenever and wherever they may be required.

Trains will maintain their authorized identity and continue the display of classification and marker signals.

Train movement will be governed by signal indications as provided for under fixed signals, Pages 79-91 of Rules and Regulations of the Transportation Department.

6TH DISTRICT

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

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

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

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

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

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

No train order signal Forrest. All trains must receive clearance of proper form.

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

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

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

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

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

7TH DISTRICT

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

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

All trains must not exceed 35 miles an hour on curve between I.T.C. overhead bridge and junction of 7th and 9th districts at Bement.

Conductors will register at Forrest, Lodge and Bement.

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

No train order signal Forrest. All trains must receive clearance of proper form.

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

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

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

STREATOR BRANCH — 7TH DISTRICT

Conductors will register at Fairbury and Streator.

Trains will be governed by the rules and time-table of the T. P. & W. R. R. between Forrest and Fairbury.

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

Double-heading is not permitted over Bridge 1705 Pontiac.

Car dimensions and gross weights permissible between Fairbury and Streator.

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

Yard Limits at Honeggers and Streator are designated by "Yard Limit" boards.

SULLIVAN BRANCH—8TH DISTRICT

Conductors will register at Bement.

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

All trains must not exceed 5 miles an hour through all turn-outs.

Car dimensions and gross weights permissible between Bement and Sullivan.

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

9TH DISTRICT

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

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

All trains must not exceed 25 miles an hour through turnouts at end of double track Tolono and N.T. Jct. and 30 miles an hour through turnout at end of double track Brush.

All trains must not exceed 15 miles an hour through all other main track turnouts except turnouts controlled by power operated switches movement over which is governed by signal indication.

All trains must not exceed 10 miles an hour through all other turnouts.

Eastward inferior trains passing N.T. Jct. on time of superior trains will move with current of traffic in accordance with Rules 93 and 251 to Tilton where train orders will be issued directing further movement.

When necessary to move against the current of traffic from N.T. Jct. to Tilton, upon instructions from train dispatcher for the movement, a push button located in concrete house at N.T. Jct. must be operated before proceed signal can be displayed for movement over power switch. Movement through yard limits to be made in accordance with Rule 93.

Eastward trains will respect their scheduled time at end of double track N.T. Jct.

Westward trains will respect their scheduled time at Tolono.

All trains must not exceed 35 miles an hour on curve between junction of 7th and 9th districts and I. T. C. overhead bridge, Bement.

9th District trains must not exceed 45 miles an hour between Bement depot and a point 900 feet west of Bement coal chute.

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

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

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

Trains arriving or departing Decatur passenger station will register at Decatur passenger station. All other trains will register at Brush. All eastward trains affected will examine register at Brush unless given a clearance on the register by train dispatcher.

All trains must not exceed 15 miles an hour while any portion of train is moving through Wabic interlocking, Decatur.

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

10TH DISTRICT

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

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

Trains arriving or departing Decatur passenger station will register at Decatur passenger station. All other trains will register at East Decatur.

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

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

All trains must not exceed 15 miles an hour while any portion of train is moving through Wabic interlocking, Decatur.

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

Eastward trains must not exceed 15 miles an hour while any portion of train is moving through Mercer St. interlocking.

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

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

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

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

All westward trains between East Hannibal and Bridge governed by Signal Indication.

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

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

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

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

Car dimensions and gross weights permissible between Maysville and Pittsfield:

Overall lengths	Gross weights	
Less than 35 feet.....	185,000 lbs.....	No restrictions
35 to 40 feet	210,000 lbs.....	No restrictions
More than 40 feet.....	220,000 lbs.....	No restrictions
Any length	220,000 lbs.	Placed between 2 empties

MANUAL BLOCK-REMOTE CONTROL SYSTEM

**Between Mercer Street and Starne
Between Iles and Jacksonville**

1. All trains will be governed by timetable, train orders, rules and regulations of the Transportation Department, effective January 1, 1941, and special instructions, in the territory between East Decatur and Outer Depot, except as hereinafter provided.
2. Train movements will be governed by signal indication as provided for under fixed signals pages 79-91 of Rules and Regulations of the Transportation Department.
3. Signals governing movements of trains entering blocks are Absolute signals.
4. Block signals govern the use of the blocks and trains will move as authorized by train orders and signal indications, which may supersede timetable superiority of trains, but will not dispense with the use or observance of other signals whenever and wherever they may be required.

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

18. **ENTERING SIGNAL FROM SIDING FOR BETWEEN STATION BLOCK**—A train finding signal displaying "Stop" indication may proceed only in accordance with Rules 8, 21 and 22. A flashing lunar indication, Rule 296, will be displayed for trainman to set switch for movement from siding to main track and then upon signal displaying "Proceed" indication, Rule 281, train may enter and proceed through the block.
19. **ENTERING SIGNAL ON MAIN TRACK FOR STATION BLOCK**—A train finding signal displaying "STOP" indication may proceed only in accordance with Rules 8, 21, and 22. A flashing red indication will be displayed on bottom unit, Rule 295 for trainmen to set switch and train must enter siding. A flashing yellow indication on bottom unit, Rule 286(a) will be displayed for train to proceed on main track preparing to stop at next signal at end of siding; train exceeding medium speed must at once reduce to that speed.
20. Intermediate signals will be provided for trains approaching the Station Block. Indications displayed will be in accordance with Rules 281, 285, and 291.
21. When a train is stopped by an Absolute signal governing entrance into a Station Block or a Between Station Block and the cause for "Stop" indication is not apparent, the conductor or engineer will communicate with the operator or train dispatcher. If conditions require, the train dispatcher will issue manual block-remote control permissive Form 1, when train may proceed at restricted speed as authorized.
22. When a train is stopped by an Absolute signal and no cause for detaining the train is apparent, if means of communication have failed, the train may proceed, after a thorough understanding between the conductor and engineer, preceded by a flagman a sufficient distance to insure full protection, to the next point of communication, or to the next block signal displaying a more favorable indication than "Stop and proceed," expecting to find another train or obstruction or switch not properly lined, and look out for broken rail. Prompt report must be made to train dispatcher and trainmaster.
23. If head end of train passes a signal at end of siding and then reverse movement is made so train is again in approach of signal, the train dispatcher must be notified at once.
24. Should it become necessary for a train or engine to reverse movement, such movement must be made under flag protection but train must not pass a signal at end of siding in reverse movement without permission from the operator or train dispatcher.
25. To hold main track to do work at stations requiring the train to enter a block, permission must be obtained from operator or train dispatcher and train must make first move on signal indication. When conditions require, the train dispatcher will issue manual block-remote control system work permit form 2, which will specify working limits and the time the main track will be used; and the block must be cleared at the time specified.
26. If additional time is required, conductor must, before time limit has expired, report to the operator or train dispatcher for instructions.
27. When work has been completed or train or engine is clear of main track and switch closed and locked, or work permit has expired, report must be made to the operator or train dispatcher, stating circumstances, location of the train or engine, and the governing signal.
28. Trains must not clear main track block at any tracks other than at the sidings specified in the timetable, except in emergency. Trains clearing main track at any other tracks in emergency must, before again occupying main track obtain proper authority from the train dispatcher and then movement made only under flag protection.
29. Eastward trains finding eastward home signal at Jacksonville or Starne interlocking indicating "Stop" and westward trains finding westward home signal at Iles interlocking indicating "Stop", movement must be made in accordance with interlocking rule 663 of the Rules and Regulations of the Transportation Department, effective January 1, 1941 and in addition if movement is to be made on main track, train must proceed only in accordance with Rules 8, 21 and 22.
30. A train entering a block to do work will be governed by signal indication except when block to be entered has been left occupied by a portion of the train doing the work.
31. A train or engine having accepted a proceed indication of an Intermediate signal or of an entering signal for Station Block and is delayed must approach the Absolute signal at end of siding expecting to find that signal displaying its most restrictive indication.
32. Telephones are located at Absolute signals.

KEOKUK BRANCH—11TH DISTRICT

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

Conductors will register at Bluffs, Elvaston and Keokuk.

All trains must not exceed 10 miles an hour through all turnouts.

Trains over Bridge 280 over Illinois River at Meredosia will be governed by signals located at east and west end of bridge. Normal position of signals will be at stop. Trains will come to a stop clear of signals and proceed when signals are at clear indication and must not exceed 8 miles an hour while any portion of train is on the bridge. Before placing signals at clear indication for train movement bridge watchman must know that draw is properly closed.

Double-heading is not permitted over Bridge 280, Illinois River at Meredosia. F-4 engines only permitted over Br. 280.

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

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

Car Dimensions and Gross Weights permissible between Meredosia and Versailles:

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

Car Dimensions and Gross Weights Permissible between Versailles and Elvaston:

Overall lengths	Gross Weights	Restrictions
Less than 35 feet.....	155,000 lbs.	No restrictions
35 to 40 feet.....	176,000 lbs.	No restrictions
Over 40 feet.....	185,000 lbs.	Do not exceed 20 MAH
Any length	185,000 lbs.	Must be between empties and not exceed 20 MAH

Note: The gross weights permissible between Versailles and Elvaston does not in any way modify gross weights permissible over Bridge 280—Meredosia.

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

13TH DISTRICT.

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

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

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

Northward trains operating through Mercer St. interlocking, must not exceed 20 miles an hour until after the engine or leading car has passed the junction. Southward trains must not exceed 15 miles an hour while any portion of train is moving through Mercer St. interlocking.

All trains must not exceed 15 miles an hour while any portion of train is moving thru Wabic interlocking, Decatur.

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

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

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

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

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

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

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

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

RAILROAD CROSSINGS AND JUNCTIONS.

6TH DISTRICT.

W. I. Jet.—C. & W. I. Loomis St.—B. R. C. No derails. Forest Hill—B. & O. C. T. and P. R. R. Ashburn—G. T. W. No derails. Chicago Ridge—I. H. B. No derails. Oriand Park—End of double track. Hand thrown switch. Normal position of switch for northward main track. Manhattan—C. M. St. P. & P. 0.4 mile south. Reddick—N. Y. C. 0.5 mile north. Saunemin—I. C. 1 mile north. No derails. Forrest—T. P. & W. No derails.

Governed by interlocking

Governed by interlocking

7TH DISTRICT.

Forrest—T. P. & W. No derails. Strawn—I. C. 1.1 ml. north.—No derails. Gibson City—I. C. and N. Y. C. & St. L. No derails. Lotus—I. C. Mansfield—P. & E. No derails. Lodge { I. C. End of double track. Bement—9th District junction. No derails.

Governed by interlocking

STREATOR BRANCH—7TH DISTRICT.

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

SULLIVAN BRANCH—8TH DISTRICT.

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

9TH DISTRICT.

NT Jet.—End of double track. Power controlled switch. Sidney-Champaign Branch Jct.—POWER controlled switch.

Tolono. { I. C. End of double track. No derails. } Governed by interlocking Bement—7th District junction—No derails }

Bement—8th District junction—Normal position of switch for 9th District. Stop.

Brush—End of double track } Governed by interlocking Entrance to yard } No derails }

Lukey—0.5 mile west of Brush. Yard Crossing Main track movements governed by signal indication.

Burwell—0.5 mile west of Lukey. Yard Crossing Main track movements governed by signal indication.

Staley—22nd Street Yard Crossing Main track movements governed by signal indication.

Decatur—Wabic—I.C. Governed by interlocking. No derails.

Diverging route signals Rule 283 or 286 are located at the following points:

Sidney, Ill. Westward Home Signal East end siding—to Champaign Branch Bement, Ill.

Eastward Home Signal—to 7th District

10TH DISTRICT.

Decatur—Wabic—I.C. Governed by interlocking. No derails. Mercer St.—13th dist. junction. No derails. Gov. by interlocking. Starne—I. C. and I. T. C. No derails. } Governed by interlocking Springfield—C. & I. M. 1.2 miles east. } interlocking

Springfield—I. C. Governed by automatic interlocking. No derails. Iles—G. M. & O. No derails. } Governed by interlocking Jacksonville Jct.—G. M. & O. and C. B. & Q. No derails. } Chapin—C. B. & Q. No derails.

Bluffs—11th district junction. West end of siding. Normal position of switch for 11th district. Stop.

Valley City—Illinois River draw bridge, 0.3 miles east. Governed by signals.

Maysville—Junction Pittsfield branch. Normal position of switch for main track. Trains from Pittsfield. Stop.

Hulls—C. B. & Q. No derails. Governed by interlocking.

East Hannibal—East Connection of Junction of C. B. & Q. Normal position of switch for main track. Trains from C. B. & Q. connections. Stop.

East Hannibal West Connection—Junction of C. B. & Q. Hannibal—Mississippi River Draw Bridge. Hannibal—C. B. & Q. west end Mississippi River Bridge. } Governed by interlocking

Hannibal—C. B. & Q. Broadway Street. No target. Stop.

Hannibal—C. B. & Q. Main St. Governed by semaphore. Stop.

KEOKUK BRANCH 11TH DISTRICT.

Bluffs—10th district junction. West end of siding. Normal position of switch for 11th district. Stop.

Meredosia—Illinois River Draw Bridge. Governed by signals. Stop.

Golden—C. B. & Q. No derails. Governed by interlocking. Carthage—C. B. & Q. No target. Stop. Elyston—Junction of T. P. & W. Normal position of switch for T. P. & W. Stop.

13TH DISTRICT.

Decatur—Wabic—I.C. Governed by interlocking. No derails. Mercer St.—10th district junction. Governed by interlocking. No derails.

Boody—Junction of B. & O. No target. Normal position of switch for 13th district. B. & O. trains stop.

Taylorville—B.&O. 0.6 mile north. No derails. North Litchfield—I. C. No derails. Litchfield—C. C. C. & St. L. No derails. Winston—C. B. & Q.

DeCamp—L. & M. and C. & N. W. No derails. Mitchell—A. & S. 0.5 mile north. No derails. Granite City { End of Double Track. Merchants Bridge Terminal. No derails. } Governed by interlocking

Venice—I. T. C. No target. Stop. Brooklyn—Southern. Stop. Target indicating RED and YELLOW lights by day and by night. When the "RED" light is displayed adjacent to the Southern Railway track, the "YELLOW" light will be displayed adjacent to the Wabash tracks. When the "RED" light is displayed adjacent to the Wabash tracks, then the "YELLOW" light will be displayed adjacent to the Southern Railway track. The "YELLOW" light will indicate which railroad has the right to use the crossing, and the "RED" light will indicate that the crossing is being used. The "RED" and "YELLOW" lights adjacent to the Wabash tracks will govern the movement over the four (4) Wabash tracks by day and by night.

Bridge Jct.—C. C. C. & St. L. Stop. Double arm, upper quadrant semaphore signal. Upper arm in perpendicular position or showing green light by night, indicates proceed for trains on C. C. C. & St. L. tracks. Lower arm in perpendicular position or showing green light by night, indicates proceed for trains on Wabash track. Horizontal position of arms or red lights by night indicate stop.

Bridge Jct.—N. Y. C. & St. L. Stop. Double arm, upper quadrant semaphore signal. Upper arm in perpendicular position or showing green light by night, indicates proceed for trains or engines on Wabash tracks—Lower arm in perpendicular position or showing green light by night, indicates proceed for trains on N. Y. C. & St. L. tracks. Horizontal position of arms or red lights by night, indicates stop.

Bridge Jct.—Terminal Railroad Association—No target. Stop. Diverging route signals Rule 283 or 286 are located at the following points:

Decatur, Ill.—Mercer Street Westward Home Signal—to 10th District Granite City Southward Home Signal—to Brooklyn

STATIONS AND SIDINGS NOT SHOWN.

7TH DISTRICT

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

STREATOR BRANCH—7TH DISTRICT

Honeggers—station No. 428—0.25 miles west of Fairbury; connected both ends; capacity 10 cars. Champlin—station No. 427—2 miles south of Lodemia; connected north end; capacity, 5 cars. Pontiac Stone Co.—2.2 miles north of Pontiac; connected north end; capacity, 19 cars. Pontiac Stone Co.—0.5 miles north of McDowell; connected both ends; capacity, 40 cars.

SULLIVAN BRANCH—8TH DISTRICT

Bodman—station No. 467—3 miles south of Bement; connected north end; capacity, 9 cars. Voorhies—station No. 469—3.8 miles south of Bement; connected both ends; capacity, 13 cars. Lanton—station No. 472—2.3 miles south of Hammond; connected north end; capacity, 12 cars. Cushman—station No. 475—4 miles south of Lovington; connected both ends; capacity, 16 cars.

9TH DISTRICT.

Dixon Block Coal Co.—0.1 mile east of Ryan; connected east end; capacity 18 cars. Piatt—station No. 130—On westward track, 3.1 miles east of Bement; connected west end; capacity, 24 cars.

10TH DISTRICT.

Oak—Station No. 150—3.0 miles west of Illiopolis; connected both ends; capacity, 23 cars. Prairie Switch—1.9 miles west of Starne; connected both ends; capacity, 66 cars. Orleans—station No. 175—2.1 miles west of Alexander; connected both ends; capacity, 34 cars. Pittsfield—station No. 249—6.2 miles south of Maysville.

13TH DISTRICT.

Mine No. 15 Lead—On southward track 0.5 mile south of Mt. Olive; connected north end; capacity 315 cars. Mine No. 14 Lead—On southward track, 1.2 miles north of Staunton; connected north end; capacity 234 cars.

ADJUSTED TONNAGE RATING

		Brooklyn to Worden				Worden to Forrest Decatur to Mt. Olive				Forrest to Landers				Mt. Olive to Brooklyn					
Car Factor		11				11				11				15				Car Factor	
Class		A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	Class	
D-45		9600	8210	7260	6420	12300	10515	9285	8240	12300	10515	9285	8240	15500	12850	11035	9780	D-45	
D-30		6400	5475	4840	4280	8200	7010	6190	5490	8200	7010	6190	5490	10330	8565	7355	6520	D-30	
D-15		3200	2737	2420	2140	4100	3505	3095	2745	4100	3505	3095	2745	5165	4287	3677	3260	D-15	
O-1		5950	5090	4500	3985	5950	5090	4500	3985	5680	4850	4290	3800	8150	6750	5800	5140	O-1	
M-1		5880	4990	4400	3905	5880	4990	4400	3905	5570	4760	4205	3730	7490	6200	5330	4720	M-1	
		Landers to Brisbane				Brisbane to Decatur				Decatur to Tilton				Tilton to Decatur					
Car Factor		6				7				8				7				Car Factor	
Class		A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	Class	
D-45		6900	6330	5830	5350	7700	6990	6390	5800	9350	8340	7575	6805	8650	7845	7170	6495	D-45	
D-30		4600	4220	3885	3565	5130	4660	4260	3865	6230	5560	5050	4535	5765	5230	4780	4330	D-30	
D-15		2300	2110	1942	1782	2565	2330	2130	1932	3115	2780	2525	2267	2882	2615	2390	2165	D-15	
O-1		3720	3415	3140	2880	4575	4150	3800	3440										
M-1		3640	3340	3075	2820	4510	4090	3740	3390										
		Bluffs to Hannibal				Bluffs to Springfield				Hannibal to Bluffs				Springfield and Decatur—Springfield to Bluffs					
Car Factor		3				7				8				7				Car Factor	
Class		A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	Class	
D-45		4085	3910	3720	3560	7670	6950	6375	5760	8530	7600	6910	6210	7670	6950	6375	5760	D-45	
D-30		2720	2605	2480	2370	5110	4630	4250	3840	5690	5070	4610	4140	5110	4630	4250	3840	D-30	
D-15		1360	1302	1240	1185	2555	2315	2125	1920	2845	2535	2305	2070	2555	2315	2125	1920	D-15	

Class F-4 Engines

	Car Factor	Class			
		A	B	C	D
Bluffs to Clayton....	4	710	670	630	595
Clayton to Keokuk..	5	1010	940	860	805
Keokuk to Elvaston.	4	690	650	615	580
Elvaston to Clayton.	4	875	820	780	735
Clayton to Bluffs....	8	1740	1555	1410	1265

Note:—Tonnage for classes D-45 and D-30 will be as follows on the 6th, 7th, 9th and 13th Districts):

Class D-45 and D-30 will be given 18% higher rate Decatur to Mt. Olive than from Worden to Forrest.

Double unit passenger locomotives will be given a drag freight rating of 65% of Class D-30 rating on all districts.

Class A rate:—Temperature above 30° F. and not much wind.

Class B rate:—Temperature between zero and 30° F. or strong head or side wind.

Class C rate:—Temperature between zero and 30° F. and strong head or side wind or temperature below zero and not much wind.

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

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

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

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

Conductors will show on all reports the adjusted tons.

Any diesel unit handled dead in train will be counted as an additional 125 tons.

AVOID DAMAGE

SWITCH CUSTOMERS CARS CAREFULLY

JUDGING SPEED

Accurate judgment of coupling speed depends upon correct timing. An excellent way to get accurate timing without a watch is to count "one hundred and thirty-one, one hundred and thirty-two" and so on as the car passes a stationary point. With a little practice counting can be done at the rate of one a second.

Ability to closely estimate speed at time car strikes is extremely important because impact force builds up as the square of the speed. This means that impact delivered by a car coupled at 8 miles per hour is not four times that at 2 miles per hour, but 16 TIMES AS GREAT. Damage to freight or car can be avoided by always keeping coupling speed within the safe range—NOT OVER 4 MILES PER HOUR — A BRISK WALK.

IMPACT FORCE AT VARIOUS STRIKING SPEEDS

	Car Coupled at	Units of Destructive Force
Safe	1 mph	1
	2 "	4
	3 "	9
	4 "	16
Damaging	5 "	25
	6 "	36
	7 "	49
	8 "	64
	9 "	81
	10 "	100