

## DIVISION OFFICERS

H. R. KOONCE..... Superintendent..... Carbondale  
 R. K. OSTERDOCK Asst. Superintendent..... Jackson  
 R. CAVANESS..... Transportation Coordinator... Carbondale  
 H. J. UTLEY..... Train Master..... Carbondale  
 J. P. HAINES..... Train Master..... Carbondale  
 L. HOGAN JR..... Train Master..... Bluford  
 H. B. MOUNTAIN Asst. Train Master..... Benton  
 H. D. GRANBERRY Asst. Train Master..... East St. Louis  
 W. R. BOWIE..... Asst. Train Master..... Fulton  
 N. J. TOBIN..... Asst. Train Master..... Herrin  
 E. L. JONES..... Traveling Engineer..... Carbondale  
 E. F. KELLY..... Traveling Engineer..... Paducah  
 J. H. WILSON..... Traveling Engineer..... Jackson  
 R. P. WITTY..... Transportation Asst... Birmingham, Ala.  
 R. C. JOSEPH..... Chief Train Dispatcher..... Carbondale  
 D. E. CAVITT..... Ast. Chief Train Dispatcher. Carbondale  
 R. H. GURLEY..... Train Dispatcher..... Carbondale  
 W. D. CHRISMAN Train Dispatcher..... Carbondale  
 D. L. DAVIS..... Train Dispatcher..... Carbondale  
 F. R. HENDERSON Train Dispatcher..... Carbondale  
 W. E. NORRIS..... Train Dispatcher..... Carbondale  
 C. W. FOSTER..... Train Dispatcher..... Carbondale  
 J. R. THOMPSON Train Dispatcher..... Carbondale  
 E. C. CHENIAE..... Train Dispatcher..... Carbondale  
 J. R. LIDDLE..... Train Dispatcher..... Carbondale  
 R. G. JONES..... Train Dispatcher..... Carbondale  
 P. R. STEWART Train Dispatcher..... Carbondale  
 C. E. HELLUMS Train Dispatcher..... Carbondale  
 C. G. NEWBILL..... Train Dispatcher..... Carbondale  
 C. E. MEDLEN..... Train Dispatcher..... Carbondale  
 B. E. SUTLIFF..... Train Dispatcher..... Carbondale  
 H. R. COTTRELL Train Dispatcher..... Carbondale  
 C. McCRARY..... Train Dispatcher..... Carbondale  
 G. H. COUNCE..... Train Dispatcher..... Carbondale  
 E. L. PEARSON..... Train Dispatcher..... Carbondale  
 R. C. HOEY..... Train Dispatcher..... Carbondale

## SPEED TABLE

This is not for authorized speed  
 but for information only.

Seconds Per Mile	Miles Per Hour	Seconds Per Mile	Miles Per Hour
46	79	80	45
48	75	90	40
52	70	103	35
55	65	120	30
60	60	144	25
65	55	180	20
72	50		

# Illinois Central Railroad

## ST. LOUIS DIVISION

## TIME TABLE No.

# 1

Taking Effect at 12:01 A. M.

**Sunday, October 25, 1959**

Superseding Time Tables No. 72, dated April 26, 1959,  
 No. 27, dated Jan. 1, 1957, and No. 15, dated Oct. 26, 1958

**FOR THE GOVERNMENT OF EMPLOYEES ONLY.**

**O. H. ZIMMERMAN, Vice President**

**E. H. BUELOW, General Manager.**

**W. A. JOHNSTON, Jr., General Superintendent Transportation.**

**H. F. WILSON, Superintendent Transportation.**

**H. R. KOONCE, Superintendent.**

## CENTRALIA DISTRICT—Southward

(Continued on page 3)

FIRST CLASS				Siding, Standing Room, Cars with Engine.	Mile Posts	TIME TABLE No. 1 Taking Effect OCTOBER 25, 1959 STATIONS	Miles From North Cairo	FIRST CLASS			
3	15	25	1					53	105	5	9
The Louisiane	The Chickasaw	Southern Express	City of New Orleans					City of Miami	St. Louis Panama	The Panama Limited	The Seminole
Daily	Daily	Daily	Daily				Daily	Daily	Daily	Daily	
L 12 14AM s { 12 20 12 30		L 7 10AM s { 7 15 7 25	L 11 25AM s { 11 30 11 35	250.0	BRANCH JCT. 2.4	111.3	L 12 46PM s { 12 50 12 55		L 8 05PM s { 8 10 8 15	L 9 10PM s { 9 15 9 20	
				252.4	C. CENTRALIA 6.3	108.9					
				258.7	IRVINGTON 4.1	102.6					
				262.8	RICHVIEW 3.5	98.5					
12 46		s 7 50	11 48	102	D. ASHLEY 7.5	95.0	1 08		8 28	9 34	
				273.8	BOIS 6.0	87.5					
				88	TAMAROA 8.8	81.5	1 19		8 39	9 45	
12 58 s 1 16		s 8 05 s 8 20	11 59 s 12 08PM	138	C. DU QUOIN 6.9	72.7	1 27	L 8 20PM	8 46	s 9 54	
				81	D. ELKVILLE 6.4	65.8					
				301.9	D. DE SOTO 5.0	59.4	1 39	8 32	8 57	10 05	
1 28 1 36 s { 1 50 2 10		8 32	12 20	80	NORTH YARD 1.2	54.4	s { 1 45 1 55	A 8 40PM	s { 9 06 9 21	s { 10 15 10 33	
	L 2 30AM	s { 8 50 9 20	s { 12 28 12 43	308.1	C. CARBONDALE 8.1	53.2					
		s 9 32		316.2	MAKANDA 7.2	45.1					
		s 9 44		323.4	D. COBDEN 5.3	37.9					
				93	D. ANNA 9.2	32.6	2 23		9 50	s 11 02	
2 38	s 2 59	s 9 56 s 10 10	s 1 12	97	D. DONGOLA 2.9	23.4					
		s 10 21		108	WETAUG 3.8	20.5					
				103	D. ULLIN 4.5	16.8					
				349.1	PULASKI 4.0	12.3					
				353.1	VILLA RIDGE 3.2	8.3					
3 07	3 28	s 10 33	1 40	106	D. MOUNDS 5.1	5.1	2 52		10 18	11 33	
As 3 17AM	As 3 35AM	As 10 47AM	As 1 51PM	361.4	C. NORTH CAIRO	0.0	As 3 01PM		As 10 28PM	As 11 41PM	

Train No. 53 will discharge revenue passengers at Centralia, Carbondale and North Cairo from Chicago and receive revenue passengers at these stations for Jackson, Tenn., and schedule stops south thereof.

**CENTRALIA DISTRICT—Northward**

(Continued on page 4)

FIRST CLASS			Siding, Standing Room, Cars with Engine.	Mile Posts	TIME TABLE No. 1 Taking Effect OCTOBER 25, 1959		Miles From North Cairo	FIRST CLASS			
16	6	10			STATIONS	8		52	2	4	
The Chickasaw	The Panama Limited	The Seminole				The Creole	City of Miami	City of New Orleans	The Louisiana		
	A 5 30AM	A 6 20AM	250.0	BRANCH JCT. 2.4	111.3	A 1 35PM	A 2 25PM	A 7 42PM	A 2 00AM		
	s { 5 25 5 20	s { 6 15 6 05	252.4	C.....CENTRALIA 6.3	108.9	s { 1 30 1 20 76	s { 2 20 2 15 76	s { 7 38 7 32	s { 1 55 1 45		
			258.7	IRVINGTON 4.1	102.6						
			262.8	RICHVIEW 3.5	98.5						
	5 05	5 46	88 266.3	D.....ASHLEY 7.5	95.0	s 12 57	2 01	7 15	1 26		
			300 273.8	BOIS 6.0	87.5						
			150 279.8	TAMAROA 8.8	81.5						
As 5 34AM	4 48	s 5 25	150 288.6	C.....DU QUOIN 6.9	72.7	s 12 30	1 43	s 6 56	e 1 06		
			82 295.5	D.....ELKVILLE 6.4	65.8						
			301.9	D.....DE SOTO 5.0	59.4						
				NORTH YARD 1.2	54.4						
	s { 5 10 6 4 00 10	s { 4 30 4 18 16	308.1	C.....CARBONDALE 8.1	53.2	s { 12 01PM 11 35	s { 1 25 1 10	s { 6 35 6 22	s { 12 45 12 25AM		
			316.2	MAKANDA 7.2	45.1						
			323.4	D.....COBDEN 5.3	37.9	f 11 13					
	s 3 28	3 47	93 328.7	D.....ANNA 9.2	32.6	s 11 06	12 39	s 5 51	s 11 55		
			97 337.9	D.....DONGOLA 2.9	23.4						
			340.8	WETAUG 3.8	20.5						
			344.6	D.....ULLIN 4.5	16.8						
			103 349.1	PULASKI 4.0	12.3						
			353.1	VILLA RIDGE 3.2	8.3						
			356.3	D.....MOUNDS 5.1	5.1						
Ls 2 48AM	Ls 3 13AM	Ls 3 33AM	361.4	C.....NORTH CAIRO	0.0	Ls 10 29AM	Ls 12 05PM	Ls 5 16PM	Ls 11 19PM		
Daily	Daily	Daily				Daily	Daily	Daily	Daily		

e—Discharge revenue passengers from Memphis and points south thereof and receive revenue passengers for Chicago.

Train No. 52 will discharge revenue passengers at North Cairo, Carbondale and Centralia from Jackson, Tenn., and schedule stops south thereof and will receive revenue passengers at these stations for Chicago.

## CENTRALIA DISTRICT—SECOND CLASS (Concluded)

SOUTHWARD			Siding, Standing Room, Cars with Engine.	Mile Posts	TIME TABLE No. 1 Taking Effect OCTOBER 25, 1959 STATIONS	Miles From North Cairo	NORTHWARD		
71 Dispatch S M 1 Daily	79 Dispatch S N 3 Daily	77 South- eastern Merchandise S E 1 Daily					78 Dispatch M S 2 Daily	76 Dispatch B C-4 Daily	82 Dispatch N S 4 Daily
		L 1 40AM		250.0	BRANCH JCT. 2.4	111.3		A 3 15PM	
		{ 1 55 2 40		252.4	C..... CENTRALIA 6.3	108.9		{ 2 45 <sup>s2</sup> 1 15PM <sup>s</sup>	
				258.7	IRVINGTON 4.1	102.6			
				262.8	RICHVIEW 3.5	98.5			
			102 88	266.3	D..... ASHLEY 7.5	95.0			
			300	273.8	BOIS 6.0	87.5			
			88 150	279.8	TAMAROA 8.8	81.5			
L 11 30PM	L 10 28PM		138 150	288.6	C..... DU QUOIN 6.9	72.7	A 6 30AM	11 30	A 11 55AM
			81 82	295.5	D..... ELKVILLE 6.4	65.8			
				301.9	D..... DE SOTO 5.0	59.4			
{ 12 30AM <sup>s</sup> 4 55 <sup>77</sup>	10 53	{ 3 55 <sup>71</sup> 4 30	80		NORTH YARD 1.2	54.4	5 45	11 05	11 25
				308.1	C..... CARBONDALE 8.1	53.2			
				316.2	MAKANDA 7.2	45.1			
				323.4	D..... COBDEN 5.3	37.9			
			93	328.7	D..... ANNA 9.2	32.6			
			97	337.9	D..... DONGOLA 2.9	23.4			
				340.8	WETAUG 3.8	20.5			
			108	344.6	D..... ULLIN 4.5	16.8			
				349.1	PULASKI 4.0	12.3			
				353.1	VILLA RIDGE 3.2	8.3			
			106	356.3	D..... MOUNDS 5.1	5.1			
A 6 35AM	A 12 30AM	A 6 10AM		361.4	C..... NORTH CAIRO	0.0	L 4 25AM	L 9 00AM	L 9 30AM
							Daily	Daily	Daily

ST. LOUIS DISTRICT—Southward

(Continued on page 6)

FIRST CLASS			Siding, Standing Room, Cars with Engine.	Mile Posts	TIME TABLE No. 1 Taking Effect OCTOBER 25, 1959		Miles From Carbondale	SECOND CLASS		
101	105	15			STATIONS	79		71	195	
City of New Orleans	St. Louis Panama Limited	The Chickasaw				Dispatch S N 3	Dispatch S M 1	Murphysboro District Local Freight		
L 10 00AM	L 6 45PM	L 11 55PM			ST. LOUIS					
s 10 20					RELAY DEPOT					
					TERMINAL R. R. ASSOCIATION					
Daily	Daily	Daily				Daily	Daily	Except Sunday		
L 10 25AM				1.0	C. EAST ST. LOUIS	92.5	L 8 15PM	L 9 00PM		
	L 6 59PM	L 12 10AM		2.5	1.5 VALLEY JCT.	90.0				
				6.2	3.7 CHURCH	86.3				
s 10 41	s 7 14	s 12 27		14.0	7.8 BELLEVILLE	78.1	8 35	9 25		
					7.5					
			102	21.5	D. FREEBURG	70.6				
				25.0	3.5 LEMENTON	67.1				
10 58	7 31	12 44	90	28.6	3.6 D. NEW ATHENS	63.5				
			86	32.9	4.3 D. LENZBURG	59.2				
			114	37.4	4.5 D. MARISSA	54.7				
					4.6					
				42.0	TILDEN	50.1				
11 15	7 49	1 03	96	46.5	4.5 COULTERVILLE	45.6				
11 24	7 59	1 13	87	57.2	10.7 LAYFIELD	34.9				
					3.9					
s 11 29	s 8 05	b 1 20	157	61.1	C. PINCKNEYVILLE	31.0	9 53	10 40		
	8 10			64.8	3.7 DENNY		9 58	10 45		
	8 15	Via Texas	114	69.3	4.5 GODDARD		10 06	10 53		
	A s 8 20PM			70.9	1.6 C. DU QUOIN		A 10 13PM	A 11 05PM		
11 35		1 26	46	66.2	PYATTS	25.9				
		1 34		73.6	7.4 D. VERGENNES	18.5				
					10.4					
s 11 56		s 1 52		84.0	D. MURPHYSBORO	8.1				
11 59		1 57	50	85.0	1.0 TEXAS	7.1			L 1 00PM	
A 12 15PM		A 2 10AM		92.1	7.1 C. CARBONDALE				A 1 20PM	

b—Discharge revenue passengers from St. Louis.

Unless otherwise instructed, trains 105 and 15 will be operated between Union Station, St. Louis, Mo., and Valley Jct., via Municipal Bridge and train 101 will be operated between Union Station, St. Louis, Mo., and Relay Depot via Eads Bridge.

FIRST CLASS			Siding, Standing Room, Cars with Engine.	Mile Posts	TIME TABLE No. 1 Taking Effect OCTOBER 25, 1959 STATIONS	Miles From Carbondale	SECOND CLASS		
16 The Chickasaw	108 The Creole	102 City of New Orleans					78 Dispatch M S 2	82 Dispatch N S 4	190 Murphys- boro District Local Freight
A 7 40AM	A 3 30PM	A 8 55PM s 8 37			ST. LOUIS				
					RELAY DEPOT				
					TERMINAL R. R. ASSOCIATION				
		A 8 30PM		1.0	C..... EAST ST. LOUIS	92.5	A 9 30AM	A 2 00PM	
A 7 18AM	A 3 09PM			2.5	1.5 ..... VALLEY JCT.	90.0			
7 09	3 05	8 18		6.2	3.7 ..... CHURCH	86.3			
s 6 58	s 2 55	s 8 08	41	14.0	8.2 C..... BELLEVILLE	78.1	8 45	1 30	
					7.5				
6 47	2 46	7 59	102	21.5	D..... FREEBURG	70.6			
					3.5 ..... LEMENTON	67.1			
			90	28.6	3.6 D..... NEW ATHENS	63.5			
			86	32.9	4.3 D..... LENZBURG	59.2			
6 30	2 32	7 42	114	37.4	4.5 D..... MARISSA	54.7			
					4.6				
				42.0	..... TILDEN	50.1			
6 20	2 22	7 32	96	46.5	4.5 ..... COULTERVILLE	45.6			
			87	57.2	10.7 ..... LAYFIELD	34.9			
					3.9				
s 6 04	s 2 09	s 7 19	157	61.1	C..... PINCKNEYVILLE	31.0	7 10	12 25	
5 50				64.8	3.7 ..... DENNY		6 56	12 15	
5 45	<i>Via Texas</i>	<i>Via Texas</i>	114	69.3	4.5 ..... GODDARD		6 50	12 05	
L 5 38AM				70.9	1.6 C..... DU QUOIN		L 6 40AM	L 12 01PM	
	2 01	7 11	46	66.2	..... PYATTS	25.9			
	1 54	7 04		73.6	7.4 D..... VERGENNES	18.5			
					10.4				
	s 1 44	s 6 54		84.0	D..... MURPHYSBORO	8.1			
	1 40	6 50	50	85.0	1.0 ..... TEXAS	7.1			A 6 30AM
	L 1 30PM	L 6 40PM		92.1	7.1 C..... CARBONDALE				L 6 00AM
Daily	Daily	Daily					Daily	Daily	Except Sunday

Train No. 16 reduce speed to fifty (50) miles per hour at Marissa and New Athens to permit dispatch of U. S. mail.

Unless otherwise instructed, trains 16 and 108 will be operated between Valley Jct. and Union Station, St. Louis, Mo., via Municipal Bridge and train 102 will be operated between Relay Depot and Union Station, St. Louis, Mo., via Eads Bridge.



FIRST CLASS			Siding, Standing Room, Cars with Engine.	Mile Posts	TIME TABLE No. 1 Taking Effect OCTOBER 25, 1959		Miles From Frogmoor	FIRST CLASS			
16	6	10			8	52		2	4		
The Chickasaw	The Panama Limited	The Seminole			STATIONS		The Creole	The City of Miami	The City of New Orleans	The Louisiane	
A 2 38AM	A 3 08AM	A 3 25AM	.....	361.4	C..... NORTH CAIRO.....	111.7	A 10 23AM	A 12 01PM	A 5 11PM	A 11 11PM	
2 35	3 05	3 22	.....	363.1	1.7 ..... ILLINOIS.....	110.0	10 20	11 57	5 08	11 08	
2 30	3 00	3 17	.....	364.5	1.5 ..... BALLARD.....	108.5	10 15	11 52	5 03	11 02	
2 23	2 53	3 05	.....	369.9	5.4 D..... WICKLIFFE.....	103.1	10 08	11 45	4 57	10 55	
2 19	2 49	3 00	.....	373.0	3.1 C..... WINFORD JCT.....	100.0	10 04	11 39	4 53	10 50	
					5.1						
2 14	2 44	2 55	47	378.1	D..... BARDWELL.....	94.9	9 59	11 33	4 48	<i>j</i> 10 45	
2 08	2 38	2 49	117	383.9	5.8 D..... ARLINGTON.....	89.1	9 53	11 26	4 43	10 38	
2 00	2 30	2 41	59	392.2	8.3 D..... CLINTON.....	80.8	9 45	11 18	4 35	<i>j</i> 10 30	
1 52	2 22	2 33	.....	399.9	7.7 ..... CRUTCHFIELD.....	73.1	9 37	11 10	4 27	10 22	
L 1 45AM	L 2 15AM	<i>s</i> { 2 24 2 04	.....	406.0	6.1 C..... FULTON.....	67.0	L 9 30AM	<i>s</i> { 11 03 10 53	L 4 20PM	L 10 15PM	
					6.2						
		1 57	.....	412.2	..... McCONNELL.....	60.8		10 46			
		<i>s</i> 1 51	125N 56S	417.5	5.3 C..... MARTIN.....	55.5		10 41 <sup>75</sup>			
					8.0						
		1 39	.....	425.5	D..... SHARON.....	47.5		10 33			
		<i>m</i> 1 32 <sup>9</sup>	64	431.4	5.9 D..... GREENFIELD.....	41.6		10 27			
		1 26	.....	436.9	5.5 D..... BRADFORD.....	36.1		10 22			
		1 19	150	444.3	7.4 ..... CADES.....	28.7		10 15			
		<i>s</i> 1 11	111	448.3	4.0 C..... MILAN.....	24.7		<i>m</i> 10 09			
					4.2						
					452.5						
		1 06	123	453.9	..... SITKA.....	20.5		10 04			
		1 02	.....	457.0	1.4 ..... WEST.....	19.1		10 01			
		12 51	126	468.1	3.1 D..... MEDINA.....	16.0		9 50			
		<i>s</i> 12 46	.....	470.4	11.1 ..... LAWRENCE.....	4.9		<i>s</i> 9 47			
		12 26	.....	471.3	2.3 ..... JACKSON.....	2.6		9 39			
		L 12 24AM	.....	473.0	0.9 C..... CHESTER ST.....	1.7		L 9 37AM			
					1.7 ..... FROGMOOR.....						
Daily	Daily	Daily					Daily	Daily	Daily	Daily	

*j*—Stops on signal to discharge revenue passengers from Memphis and points south.

*m*—Stops on signal to receive revenue passengers for Fulton and scheduled stops beyond, and discharge revenue passengers from Birmingham and beyond.



SECOND CLASS				Siding, Standing Room, Cars with Engine.	Mile Posts	TIME TABLE No. 1 Taking Effect OCTOBER 25, 1959		Miles From Frogmoor	SECOND CLASS				
75	71	77	79			STATIONS			78	74			
Dispatch CB 9	Dispatch SM 1	South- eastern Mdse. SE 1	Dispatch SN 3					Dispatch MS 2	Dispatch BC 4				
Daily	Daily	Daily	Daily										
	L 7 00AM	L 4 25AM	L 12 45AM		361.4	C.....	NORTH CAIRO	111.7	A 4 10AM	A 7 00AM			
					363.1		1.7 ILLINOIS	110.0					
	7 15	4 40	1 00		364.5		1.5 BALLARD	108.5	3 55	6 45			
					369.9	D.....	5.4 WICKLIFFE	103.1					
	7 30	4 53	1 20		373.0	C.....	3.1 WINFORD JCT	100.0	3 40	6 30			
							5.1						
				47	378.1	D.....	BARDWELL	94.9					
				117	383.9	D.....	5.8 ARLINGTON	89.1					
				59	392.2	D.....	8.3 CLINTON	80.8					
					399.9		7.7 CRUTCHFIELD	73.1					
L 10 10AM	A 8 15AM	5 40	A 2 15AM		406.0	C.....	6.1 FULTON	67.0	L 2 30AM	{ 5 20 5 00			
							6.2						
		5 49			412.2		McCONNELL	60.8		4 50			
10 20		5 56		125N 56S	417.5	C.....	5.3 MARTIN	55.5		4 40			
							8.0						
11 13		6 06			425.5	D.....	SHARON	47.5		4 30			
11 30		6 13		64	431.4	D.....	5.9 GREENFIELD	41.6		4 20			
11 37		6 20			436.9	D.....	5.5 BRADFORD	36.1		4 10			
11 50		6 29		150	444.3		7.4 CADES	28.7		3 56			
11 56		6 35		111	448.3	C.....	4.0 MILAN	24.7		3 50			
							4.2						
					452.5		SITKA	20.5					
12 04PM		6 43		123	453.9		1.4 WEST	19.1		3 41			
12 08		6 47			457.0	D.....	3.1 MEDINA	16.0		3 36			
12 22		7 01		126	468.1		11.1 LAWRENCE	4.9		3 20			
					470.4		2.3 JACKSON	2.6					
12 30		7 10			471.3	C.....	0.9 CHESTER ST	1.7		2 57			
A 12 40PM		A 7 20AM			473.0		1.7 FROGMOOR			L 2 50AM			
									Daily	Daily			



# BLUFORD DISTRICT—Southward

(Continued on page 12)

SECOND CLASS				Sidings, Standing Room, Cars with Engine.	Mile Posts	TIME TABLE No. 1 Taking Effect OCTOBER 25, 1959	Miles From Bluford	SECOND CLASS			
69	81	75	83			STATIONS		67	85	87	73
Dispatch CN 5	District Dispatch	Dispatch CB 9	District Dispatch			Dispatch CN 1		District Dispatch	District Dispatch	District Dispatch	
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
L 2 40AM	L 3 25AM	L 6 10AM	L 8 40AM	.....	41.6	O..... BLUFORD.....	0.0	L 1 52PM	L 3 46PM	L 8 55PM	L 10 15PM
2 50	3 35	6 20 <sup>72</sup>	8 50	200	44.3	..... 2.7 FOSTER.....	2.7	2 02	3 56	9 20 <sup>88</sup>	10 30
3 02	3 55	6 34	9 08	98	52.3	..... 8.0 JORDAN.....	11.0	2 16	4 24 <sup>86</sup>	9 32	10 55 <sup>76</sup>
3 09	4 12 <sup>80</sup>	6 40	9 18	137	56.8	..... 4.5 DIANA.....	15.5	2 24	4 37	9 45	11 03
3 18	4 22	6 50	9 30	.....	62.9	D..... AKIN JCT.....	21.6	2 32	4 47	9 55	11 11
						..... 0.8					
3 20	4 24	6 53	9 34	151	63.7	..... RUST.....	22.4	2 39	4 50	9 57	11 13
3 28	4 32	7 03	9 50 <sup>84</sup>	137	69.3	D..... 5.6 KEGLEY.....	28.0	2 47	5 00	10 05	11 21
3 38 <sup>80</sup>	4 41	7 13	10 00	111	76.7	..... 7.4 MADRID.....	35.4	3 00	5 12	10 18 <sup>76</sup>	11 32
3 57	4 54 <sup>72</sup>	7 21	10 09	98	83.2	..... 6.5 ALLENBY.....	41.9	3 13	5 21 <sup>68</sup>	10 26	11 42
4 06	4 58	7 24	10 13	.....	85.7	O..... 2.5 DELTA.....	44.4	3 20	5 25	10 30	11 46
4 15	5 02	7 29	10 16	151	87.9	..... 2.2 SALINE.....	46.6	3 25 <sup>86</sup>	5 28	10 35	11 50
						..... 6.7					
4 27 <sup>72</sup>	5 14	7 40	10 30 <sup>70</sup>	101	94.6	C..... ABBOTT.....	53.3	3 39	5 38	10 50	12 02AM
4 47	5 45	8 13 <sup>84</sup>	11 05	261	109.8	C..... 15.2 REEVESVILLE.....	68.5	4 07 <sup>68</sup>	6 08	11 25	12 32
						..... 8.7					
4 59	6 05	8 26	11 23	150	118.5	..... SEDGWICK.....	77.2	4 21	6 23 <sup>88</sup>	11 40	12 48
5 03	6 10	8 30	11 27	99	121.2	..... 2.7 ANSON.....	79.9	4 25	6 27	11 45	12 52
5 07	A 6 15AM	8 35	A 11 30AM	.....	122.9	C..... 1.7 METROPOLIS JCT.....	81.6	4 28	A 6 37PM	A 11 50PM	12 56
						P. & I. R. R.					
					120	..... CHILES.....					
5 22	.....	8 50	.....	.....	0.0	..... CHILES JCT.....	84.7	4 43	.....	.....	1 07
5 26	.....	8 54	.....	.....	2.3	..... 2.3 MAXON.....	87.0	4 47	.....	.....	1 11
5 35	.....	9 04 <sup>70</sup>	.....	94	7.8	..... 5.5 WHITE.....	92.5	4 54	.....	.....	1 20
5 44	.....	9 11	.....	151	13.9	C..... 6.1 LOWES.....	98.6	5 02	.....	.....	1 29
						..... 6.7					
5 54	.....	9 21	.....	91	20.6	..... FANCY FARM.....	105.3	5 11	.....	.....	1 40
6 10	.....	9 38	.....	148	32.0	..... 11.4 WATTS.....	116.7	5 28	.....	.....	2 06 <sup>72</sup>
6 23	.....	9 52	.....	134	40.3	..... 8.3 NORTH SIDING.....	125.0	5 42	.....	.....	2 19
A 6 45AM	.....	A 10 15AM	.....	.....	42.5	C..... 2.2 NEW YARD.....	127.2	A 6 00PM	.....	.....	A 2 25AM

## BLUFORD DISTRICT—Northward (Concluded)

SECOND CLASS				Siding, Standing Room, Cars with Engine.	Mile Posts	TIME TABLE No. 1 Taking Effect OCTOBER 25, 1959 STATIONS	Miles From Fulton	SECOND CLASS			
80	72	84	70					86	68	88	76
District Dispatch	Dispatch N C 2	District Dispatch	District Dispatch				District Dispatch	Dispatch B C 2	District Dispatch	District Dispatch	
A 5 00AM	A 6 25AM	A 10 50AM	A 11 55AM	.....	41.6	C..... BLUFORD.....	127.2	A 5 12PM	A 6 32PM	A 9 45PM	A 11 20PM
4 47	6 20 <sup>75</sup>	10 36	11 42	200	44.3	..... 2.7 FOSTER.....	124.5	4 52	6 22	9 20 <sup>87</sup>	11 10
4 24	5 51	10 20	11 28	98	52.3	..... 8.0 JORDAN.....	116.2	4 24 <sup>85</sup>	6 08	8 57	10 55 <sup>73</sup>
4 12 <sup>81</sup>	5 39	10 12	11 21	137	56.8	..... 4.5 DIANA.....	111.7	4 14	6 01	8 45	10 47
4 00	5 27	10 00	11 13	.....	62.9	D..... 6.1 AKIN JCT.....	105.6	4 04	5 53	8 32	10 39
						..... 0.8					
3 58	5 25	9 58	11 11	151	63.7	..... RUST.....	104.8	4 02	5 51	8 30	10 37
3 48	5 15	9 50 <sup>83</sup>	11 04	137	69.3	D..... 5.6 KEGLEY.....	99.2	3 52	5 43	8 20	10 30
3 38 <sup>69</sup>	5 05	9 33	10 54	111	76.7	..... 7.4 MADRID.....	91.8	3 42	5 31	8 05	10 18 <sup>87</sup>
3 26	4 54 <sup>81</sup>	9 20	10 46	98	83.2	..... 6.5 ALLENBY.....	85.3	3 33	5 21 <sup>85</sup>	7 50	10 10
3 21	4 40	9 15	10 42	.....	85.7	C..... 2.5 DELTA.....	82.8	3 29	5 07	7 45	10 07
3 17	4 37	9 10	10 39	151	87.9	..... 2.2 SALINE.....	80.6	3 25 <sup>67</sup>	5 02	7 40	10 04
						..... 6.7					
3 05	4 27 <sup>69</sup>	8 53	10 30 <sup>83</sup>	101	94.6	C..... ABBOTT.....	73.9	3 04	4 52	7 25	9 55
2 10	3 43	8 13 <sup>75</sup>	9 58	261	109.8	..... 15.2 REEVESVILLE.....	58.7	2 24	4 07 <sup>67</sup>	6 45	9 25
						..... 8.7					
1 53	3 27	7 48	9 39	150	118.5	..... SEDGWICK.....	50.0	2 06	3 51	6 23 <sup>85</sup>	9 05
1 48	3 21	7 44	9 35	99	121.2	..... 2.7 ANSON.....	47.3	2 02	3 47	6 15	9 00
L 1 45AM	3 17	L 7 40AM	9 31	.....	122.9	C..... 1.7 METROPOLIS JCT.....	45.6	L 1 59PM	3 44	L 6 10PM	8 57
					Miles from Chiles Jct.						
					120	P. & I. R. R.					
						..... CHILES.....					
	3 02	.....	9 16	.....	0.0	..... CHILES JCT.....	42.5	.....	3 29	.....	8 42
	2 58	.....	9 12	.....	2.3	..... 2.3 MAXON.....	40.2	.....	3 25	.....	8 38
	2 49	.....	9 04 <sup>75</sup>	94	7.8	..... 5.5 WHITE.....	34.7	.....	3 17	.....	8 29
	2 36	.....	8 52	151	13.9	C..... 6.1 LOWES.....	28.6	.....	3 07	.....	8 19
						..... 6.7					
	2 26	.....	8 42	91	20.6	..... FANCY FARM.....	21.9	.....	2 57	.....	8 09
	2 06 <sup>73</sup>	.....	8 19	148	32.0	..... 11.4 WATTS.....	10.5	.....	2 40	.....	7 50
	1 51	.....	8 04	134	40.3	..... 8.3 NORTH SIDING.....	2.2	.....	2 27	.....	7 35
	L 1 46AM	.....	L 8 00AM	.....	42.5	C..... 2.2 NEW YARD.....	0.0	L 2 22PM	.....	.....	L 7 30PM
Daily	Daily	Daily	Daily					Daily	Daily	Daily	Daily

Southward—GOLCONDA DISTRICT—Northward

SECOND CLASS	Siding, Standing Room, Cars with Engine.	Mile Posts	TIME TABLE		Miles From Rosiclare	SECOND CLASS
741			No. 1	746		
Local Freight	Taking Effect					Local Freight
Except Sunday	OCTOBER 25, 1959					Except Sunday
	STATIONS					
L 8 00AM	140.0	O	REEVESVILLE	25.7	A 12 25PM	
8 25	145.6		7.2 BROWNFIELD	18.5	11 55	
8 40	149.0		3.4 HOMBERG	15.1	10 45	
8 50	153.9	D	4.9 GOLCONDA	10.2	11 30	
9 10	160.7		6.8 SHETLERVILLE	3.4	11 10	
A 9 35AM	26 164.1	D	3.4 ROSICLARE		L 11 00AM	

BROOKPORT BRANCH

Southward—METROPOLIS TO BROOKPORT—Northward

Siding, Standing Room, Cars with Engine.	Mile Posts	STATIONS	Miles From Brookport
	1.9	D METROPOLIS	7.4
	9.3	D BROOKPORT	

Southward—JOHNSTON CITY DISTRICT—Northward

Siding, Standing Room, Cars with Engine.	Mile Posts	STATIONS	Miles From Herrin
		NORTH YARD	12.0
		5.5	
		CARBONDALE DISTRICT	
60	5.5	SEELY	6.5
		1.3	
15	6.8	CAMBRIA	5.2
		4.5	
	11.3	HERRIN JCT	0.7
		0.7	
	12.0	HERRIN	

Southward—ELDORADO DISTRICT—Northward

Siding, Standing Room, Cars with Engine.	Mile Posts	STATIONS	Miles From Eldorado
	70.9	C DU QUOIN	50.2
		11.1	
110	82.0	D CHRISTOPHER	39.1
		2.2	
	84.2	D BUCKNER	36.9
		5.5	
	89.7	C BENTON	31.4
		3.4	
	93.1	GROAT	28.0
		1.9	
32	95.0	LOGAN	26.1
		6.8	
	101.8	FEBER	19.3
		2.1	
	103.9	WEST END	17.2
		6.9	
43	110.8	GALATIA	10.3
		4.6	
	120.6	ELDORADO JCT	0.5
		0.5	
		C. C. C. & ST. L. RY.	
	121.1	C ELDORADO	

Southward—ZEIGLER DISTRICT—Northward

Mile Posts	STATIONS	Miles From Herrin
82.0	D CHRISTOPHER	12.7
	3.7	
85.7	MITCHELL	9.0
.0	MITCHELL	5.4
	5.4	
5.4	ROYALTON	.0
85.7	MITCHELL	9.0
	0.6	
86.3	ZEIGLER YARD	8.4
	2.5	
88.8	LAKE CREEK	5.9
	2.0	
90.8	WEAVER	3.9
	3.2	
94.0	HERRIN JCT	0.7
	0.7	
	D HERRIN	

Southward—CARBONDALE DISTRICT—Northward

Siding, Standing Room, Cars with Engine.	Mile Posts	STATIONS
		NORTH YARD
		0.5
	0.5	EAST WYE
		5.0
	5.5	SEELY
		3.8
	97.3	D CARTERVILLE
		2.2
	99.5	ORDILL
		6.5
75	106.0	D MARION
		1.0
	107.0	MANDE
		4.0
14	111.0	NEW DENNISON



**M.** Trainmen and enginemen are cautioned that there are structures alongside tracks at stations and elsewhere which do not provide clearance for a man to ride on top or side of cars and they must familiarize themselves with location of such structures.

**3. Standard Clocks:**

Centralia ("B" yard, passenger station and engine house),  
 DuQuoin (passenger station, yard office),  
 North Yard,  
 Carbondale (passenger station, engine house and dispatcher's office),  
 North Cairo,  
 East St. Louis (telegraph office and engine house and south end of "B" yard),  
 Belleville,  
 Pinckneyville,  
 Fulton-(ticket office),  
 Jackson,  
 Chester Street,  
 Haleyville,  
 Birmingham,  
 Herrin,  
 Benton (yard office and engine house),  
 Bluford (yard office and engine house),  
 New Yard (yard office and engine house).  
 Paducah (yard office and engine house),

**14. Following code of whistle signals will be used in calling for interlocking signals:**

<b>Centralia,</b>	
For southward main	—
From yard to northward main	—
<b>East St. Louis,</b>	
For cross-over	o o o o
Yard to southward main	o — o
Yard to Illinois Transfer	— o —
Northward main to northeast wye	o o — o
Yard to main	o o — o o
Main to yard	o — —
Entrance to track 22, 23, 24, 25 and 26 "B" yard	— o —
<b>Winford Junction—Southward Trains:</b>	
For ICRR	o — o
For GM&ORR	o o o o

**17, 19, 20, 21.** Self-propelled roadway machines will not display signals as prescribed by Rules 17, 19, 20 and 21.

**19.** Gulf, Mobile and Ohio Trains will display yellow and red markers.

**20-21.** Trains ordered to display signals to or from Branch Junction will display same signals to or from Centralia.

First class trains displaying signals to and from Frogmoor will display same signals between Frogmoor and Chester Street.

**21(a).** Between Branch Jct. and Fulton, and between East St. Louis and Pinckneyville, the display of white lights will be omitted on all extra trains, except passenger extras.

**S-72.** Northward trains are superior to trains of same class in the opposite direction.

No. 194 wait at Gale for No. 193.

No. 746 wait at Rosiclare for No. 741.

**83. Train Registers:**

Centralia (passenger station and "B" yard), trains originating or terminating,

DuQuoin,  
 Carbondale,  
 North Cairo,  
 North Yard, trains originating or terminating,  
 East St. Louis telegraph office, trains originating or terminating,  
 Pinckneyville,  
 Fulton—New Yard,  
 Chester Street,  
 Perry,  
 Ruslor Junction,  
 Haleyville,  
 Bluford,

Trains may register at stations named below by form 905.

DuQuoin—Centralia district trains except trains originating or terminating.

Pinckneyville—Trains except trains originating or terminating.

Fulton Passenger Station, Perry and Ruslor Junction.

Chester Street } First class.  
 Haleyville }

Metropolis Jct.

Second class and inferior trains will not register at Carbondale, except second and inferior class trains entering or leaving Centralia district.

Train register at Chester Street will indicate that trains registered have arrived or left Frogmoor.

Missouri-Illinois Railroad trains and engines must not enter Illinois Central Railroad main track Centralia until it is known Illinois Central Railroad trains have arrived and departed. Conductors of Missouri-Illinois Railroad trains and engines must check train register at Centralia passenger station and furnish engineer check of over-due trains, and the registered time of those which have arrived or left.

Conductors of Missouri-Illinois Railroad trains must obtain a clearance from operator at Centralia passenger station.

Missouri-Illinois Railroad trains and engines must not enter Illinois Central Railroad main track Branch Jct., until they receive permission from operator at Centralia.

Clinton district trains and engines must not enter Centralia district nor cross from northward main to Clinton District, Branch Jct., until they receive permission from operator at Centralia.

Trains and engines must not enter main track at Dowell until permission is received from the operator at DuQuoin.

(Continued on page 16)

**83.**—(Continued from page 15)

Trains and engines enroute from Orient No. 3 Mine must not enter main track at Bois until permission is received from the train dispatcher.

Missouri Pacific Railroad trains and engines must not enter Illinois Central Railroad main track between Pinckneyville and Pyatts until they receive permission from train dispatcher.

Train and engines must not enter main track at the following locations until permission has been received from dispatcher:

Between Pinckneyville and Pyatts, Denny, MP GE 64.

**83(a).** All southward trains originating at St. Louis must obtain a clearance at Union Station, St. Louis.

Southward first-class and extra trains which have obtained a clearance at St. Louis, Mo., may leave E. St. Louis and Valley Jct. without a clearance. Sections of southward regular first class trains, and southward passenger extras originating at Relay Depot or East St. Louis, Ill., must obtain clearance at telegraph office at Sixth Street, East St. Louis.

Extra trains originating Mounds enroute to North Cairo may leave without a clearance, but must obtain authority for movement from dispatcher.

Southward Centralia District trains originating at North Yard, may leave North Yard without a clearance but must obtain a clearance at Carbondale passenger station.

Northward Centralia District and Northward St. Louis District trains originating at North Yard must obtain a clearance at Carbondale passenger station.

Trains must obtain a clearance before leaving Fulton passenger station, New Yard, Chester Street, Perry and Ruslor Junction.

All trains must obtain a clearance before leaving Centralia.

Southward trains may leave Branch Jct. without a clearance.

Cairo District trains cleared at Chester Street will, after departure from Frogmoor, be governed by train order signal at Chester Street.

Trains may leave Texas and Gale without a clearance.

Trains may leave Frogmoor without a clearance.

**83(b).** When information is required regarding overdue first class trains at North Yard, it will be obtained from the dispatcher through the operator at Carbondale passenger station.

At Carbondale, DuQuoin and Pinckneyville the train dispatcher may inform trains by train order form V, whether all overdue superior trains have arrived or left.

At Fulton (trains via Mayfield) the train dispatcher may inform trains by train order, form V, whether all overdue superior trains have arrived or left.

**93. Yards.**

Centralia, (Centralia yard limits extend to Branch Jct. and Irvington),

DuQuoin, (DuQuoin yard limits include Goddard),

Carbondale, (Carbondale yard limits include North Yard),

North Cairo, (North Cairo yard limits extend to Illinois and Cairo),

East St. Louis,

Belleville,

Pinckneyville, (Pinckneyville yard limits extend to Pyatts, M. P. R. R. crossing, and to a point 100 car lengths south of south leg of Wye at Denny),

Texas, (Texas yard limits include Murphysboro and extend to Gale).

Fulton (Fulton yard limits extend to south end third New Yard rail and includes North Siding.

Martin,

Jackson, (Jackson yard limits include Bemis),

Corinth,

Haleyville,

Christopher, (Christopher yard limits extend to Buckner),

North Yard, (North Yard limits extend to Seely),

Benton, (Benton yard limits extend to Groat, West Frankfort and Akin Jct.),

Ferber,

Eldorado Jct.,

Zeigler, (Zeigler yard limits extend to Herrin Jct., Christopher and Royalton),

Herrin (Herrin yard limits extend to Seely).

Carterville, (Carterville yard limits extend to Seely and Marion),

Marion, (Marion yard limits extend to New Denison),

Reevesville,

Metropolis,

Brookport, (Brookport limits extend to Metropolis),

Rosiclare,

Bluford,

First class trains must move at reduced speed between Signal Bridge and College St. Carbondale.

First Class trains must move at reduced speed between first crossover north of depot and end of double track, Pinckneyville; train No. 105 must not pass crossover north of depot until hand signal is received from operator on duty at depot.

First Class trains must move between passenger station and Coal Chute, Fulton at reduced speed.

At East St. Louis, Broadway Ave. to G. M. & O. Jct., main tracks are used by Illinois Central, Gulf, Mobile & Ohio, and Terminal Railroad Association trains and engines. Trains and engines moving over these tracks will be governed by Rules and Special Instructions of Terminal R. R. Assn.

Thoroughfare track between Southern Railroad crossing and Valley Junction assigned for southward movements of trains and engines. Northward movements on this track may be made only on instructions of yardmaster. Trains and engines using thoroughfare track between Trendley Avenue and Valley Junction must move prepared to stop expecting to find track occupied. Switches must be lined for thoroughfare track after being used.

Southward trains will use Foster siding between Bluford Yard and Foster.

Southward trains will use siding between North Siding and New Yard.

Illinois Central Railroad engines will use C. B. & Q. mine spur from Illinois Central connection on the Zeigler district, leading to Bobby Dick and C. B. & Q. Connection; the mine lead to Old Ben No. 9 mine from the scale on this lead, near the west end of Campbell Yard to the switch leading to Illinois Central freight house at West Frankfort, and track between the south lead of C. B. & Q. yard and the depot at Zeigler.

(Continued on page 17)



93.—(Continued from page 16.)

At Metropolis, Illinois Central trains and engines will use C. B. & Q. tracks from north wye switch to a point near Ferry Street, where C. B. & Q. track connects with Illinois Central tracks in Metropolis Yard.

Illinois Central trains and engines using these tracks will be governed by C. B. & Q. Rule 908, which reads:

“Engines and cars must be moved on yard tracks only as such tracks are seen or known to be clear.

Before moving cars on station or industry tracks, train and yardmen must know that the cars can be moved with safety.”

Crews using C. O. C. & St. L. Ry. tracks at Eldorado must obtain permission on telephone located at Eldorado Jct. before occupying C. O. C. & St. L. Ry. main track. Trains must report to operator at Eldorado when they have cleared the C. O. C. & St. L. Ry. main track.

I. O. R. R. trains are required to clear the time of C. O. C. & St. L. Ry. passenger trains at the last open telegraph station north and south of Eldorado. This does not relieve I. O. R. R. crews from complying with Rule 99.

Yard engines and mine switchers must not foul northward main track at Paradise until they have received permission from train dispatcher at Carbondale through the operator at DuQuoin. Permission should not be given to yard engines and mine switchers to enter the northward main track at Paradise if any northward trains have passed Christopher.

Illinois Central Railroad trainmen, yardmen and enginemen operating over Missouri Pacific Railroad tracks in the coal field area between Bush and Marion must provide themselves with a copy, understand and comply with Missouri Pacific Railroad Special Instructions No. 12 effective May 13, 1956.

These special Instructions are supplementary to the Missouri Pacific Railroad uniform code of operating rules and are changed from time to time. Trainmen, yardmen and enginemen must know that they have the current Special Instructions.

98. Trains and engines must stop at junctions and railroad crossings as follows unless otherwise provided:

Branch Jct., Clinton district and M.-I. R. R. trains	Jct.
Centralia, M.-I. R. R. trains	Jct.
DuQuoin, St. Louis district trains	Jct.
Carbondale, St. Louis and Carbondale district trains	Jct.
North Cairo, G. M. & O. R. R.	Jct.
One mile south of North Cairo on old Cairo main track, C. O. C. & St. L. Ry.	Crossing
Truax-Traer No. 1 mine lead, Truax-Traer Mine R. R.	Crossing
Pinckneyville, northward trains via Denny	Jct.
North Yard, trains from northwest wye	Jct.
Texas, Murphysboro district trains	Jct.
Gale Jct., C. & E. I. R. R.	Jct.
East St. Louis	Crossings
{ L. & N. R. R. }	
{ E. St. L. & C. Ry. }	
{ Island Lead }	
{ Southern Ry. }	
Frogmoor, G. M. & O. R. R.	Crossing
DuQuoin, Eldorado district trains	Jct.
North Yard, Carbondale district trains	Jct.

Eldorado Jct., C. O. C. & St. L. Ry.	Jct.
Seely, trains from Carterville	Jct.
Reevesville, Golconda district trains	Jct.
Herrin Jct., trains from Herrin	Jct.
Christopher, Zeigler district trains	Jct.
Groat, West Frankfort Branch trains	Jct.
Akin Jct., and Groat, trains on Groat Branch	Jct.
Herrin (one mile south), Mo. Pac. Ry.	Crossing
Benton (one-fourth mile south), C. & E. I. R. R.	Crossing
At Benton trains must not proceed until receive proceed signal from trainman at crossing.	
Zeigler	Crossing
{ C. B. & Q. R. R. }	
{ Mo. Pac. Ry. }	
Herrin Jct. (one mile north on Zeigler Dist.), Mo. Pac. Ry.	Crossing
Marion, C. & E. I. Ry.	Crossing
At Marion, C. & E. I. Ry. Crossing, trains must not proceed until receive proceed signal from trainman at crossing.	

98(a). Island Lead and E. St. L. & C. Ry. crossings are protected by gates. When gates are lined for main tracks, trains will not be required to stop, but must not exceed a speed of five miles an hour over crossings.

Frogmoor: Cairo and Birmingham Dist. trains and engines must approach railroad crossing prepared to stop unless gate is properly lined and track is clear. Normal position of gate, against Cairo District and is manually operated.

Fulton, New Yard: Bluford District trains and engines must approach railroad crossing prepared to stop unless gate is properly lined, signals indicate proceed and track is clear. Normal position of gate, against Bluford District. Gates will be handled by switch tender.

Fulton, Old Yard: trains and engines must approach railroad crossing prepared to stop unless gate is properly lined, signals indicate proceed and track is clear. Cairo District trains and engines will be governed by dwarf signals at both crossings. For Fulton District, two color light STOP signals are located 106 feet north and 80 feet south of crossing.

Upper Light	Lower Light	Indication	Rule
Red	Red	Stop	292
Yellow	Red	Approach	285
Green	Red	Proceed	281
Red	Yellow	Proceed (Restricting)	290

Gate lined for Fulton District; route ahead is clear.

Gate lined for Fulton District; route ahead not clear.

Groat (between wye switches Eldorado district, Groat Branch) Crossing  
Normal position of crossing gate, Groat, against Eldorado district.

Eldorado district trains and engines must approach crossing at Groat at reduced speed but are not required to stop unless gate shows Stop indication.

99(b). Detailed instructions governing operation and use of rear end oscillating red light are posted in electric locker and selector switch is located near electric locker inside of car. Conductors and trainmen on trains equipped with rear end oscillating red light must be familiar with its operation and use, and comply with posted instructions.

## 101. Speed Restrictions:—

Speeds shown are maximum authorized between points named but do not modify any rule or special instruction which may require lower speed.

Territory or Location	Streamlined passenger trains with roller bearing trucks: passenger engines (See Note B)	Passenger and express trains with friction bearing trucks: passenger engines	Passenger and express trains: G.P. type engines	Freight trains, passenger or G.P. type engines	All Trains: switcher or transfer engines	Trains handling wrecking derricks or locomotive cranes
	Miles per Hour					
<b>Between:</b>						
Branch Jct. and Carbondale.....	79	79	65	60	45	30
Carbondale and Cobden.....	45	50	50	50	45	30
Cobden and Anna.....	45	60	60	50	45	30
Anna and Dongola.....	45	50	50	50	45	30
Dongola and Illinois.....	79	79	65	60	45	30
Illinois and Ballard (Cairo Bridge).....	20	20	20	20	20	10
Sou. Ry. crossing and Valley Jct. (southward).....	25	25	25	25	25	25
Sou. Ry. crossing and Trendley Ave. (northward).....	15	15	15	15	15	15
MP 5 and Sou. Ry. crossing (northward).....	35	35	35	35	35	30
MP 10 and 5 (northward).....	50	50	50	45	45	30
Belleville and MP 10 (northward).....	60	60	60	50	45	30
Valley Jct. and Belleville (southward).....	60	60	60	50	45	30
Belleville and Carbondale.....	70	70	65	50	45	30
Pinckneyville and DuQuoin.....	70	70	65	50	45	30
Winford Jct. and East Cairo (Northward).....	60	60	60	50	45	30
East Cairo and Ballard (Northward).....	40	40	40	40	40	30
Ballard and Wickliffe (Southward).....	70	70	65	40	40	25
Wickliffe and Winford Jct. (Southward).....	60	60	60	50	45	30
Winford Jct. and Fulton.....	79	79	65	50	45	30
Fulton and Frogmoor.....	75	75	65	50	45	30
Frogmoor and Perry.....	60	60	60	50	45	30
Ruslor Jct. and Haleyville.....	75	75	65	50	45	30
Texas and Gale.....	30	30	30	30	30	25
DuQuoin and Buckner.....	30	30	30	30	30	30
Buckner and Eldorado Jct.....	25	25	25	25	25	25
Christopher and Zeigler.....	25	25	25	25	25	15
Zeigler and Herrin.....	25	25	25	25	25	15
Groat and West Frankfort.....	25	25	25	25	25	20
Herrin and Seely.....	25	25	25	25	25	25
Carbondale and New Dennison.....	35	35	35	30	25	25
Metropolis and Brookport.....	20	20	20	20	20	10
Reevesville and Golconda (Southward).....	25	25	25	20	20	10
Golconda and Rosiclare.....	20	20	20	20	20	10
Golconda and Top of hill, Homberg, (Northward).....	30	30	30	30	20	10
Homberg and Reevesville, (Northward).....	25	25	25	20	20	10
Bluford and Metropolis Jct.....	50	50	50	50	30	25
Ohiles Jct. and North Siding.....	50	50	50	50	30	25
<b>Diverging routes through crossovers, junctions and siding switches:</b>						
Turnouts at spring switches unless otherwise authorized.....	25	25	25	25	25	25
East St. Louis, spring switch south end B yard, southward main track.....	15	15	15	15	15	15
On straight track at spring switches when springing points.....	40	40	40	40	40	30
Pinckneyville, south end double Track MP GE62.....	40	40	40	40	40	30
Centralia: Outbound freight lead to northward main, turnout through No. 18 frog.....	30	30	30	30	30	30
Branch Jct.: { Facing point crossover, northward main to southward main. Springfield Division junction switch.	25	25	25	25	25	25
Centralia: Inbound freight lead from southward main.						
Goddard: Siding switches.						

Note B: Streamlined Trains Nos. 1-2-5-6-52-53.

(Continued on page 19)

101. Speed Restrictions:—(Continued from page 18)

Speeds shown are maximum authorized between points named but do not modify any rule or special instruction which may require lower speed.

Territory or Location	Streamlined passenger trains with roller bearing trucks: passenger engines (See Note B)	Passenger and express trains with friction bearing trucks: passenger engines	Passenger and express trains: G.P. type engines	Freight trains, passenger or G.P. type engines	All Trains: switcher or transfer engines	Trains handling wrecking derricks or locomotive cranes
	Miles per Hour					
Carbondale: { Crossovers north of Oak Street, Southward main to northward main, northward main to storage track, and from northward freight main to northward main. Crossover south of passenger station from St. Louis dist. main to southward main. Junction switch St. Louis dist. main to southward main at College St. Crossover from northward main to southward main, College street. Crossover south of passenger station southward main to northward main.	Crossover and turnouts No. 15 frog.	25	25	25	25	25
North Cairo: { G. M. & O. R. R. Junction switch. North switch crossover from northward main to old Cairo main.						
Illinois: Junction switch.						
Belleville: North switch to storage track.						
Freeburg: { North and south siding switches northward main and south siding switch southward main.						
Lenzburg: South siding switch southward main.						
Marissa: South siding switch southward main.						
Coulterville: { North and south siding switches in northward main and south siding switch in southward main.						
Pinckneyville: { Crossover switches north of station southward main to northward main.						
Oaks: Crossover and turn out.						
Crossover north of Cobden; turnouts south end of Anna siding both main tracks; turnouts south end of Dongola siding both main tracks; wye tracks, Fulton	10	10	10	10	10	10
Mile Bridge, M.P. 368.6 to M.P. 369.5 southward movement, No. 20 turnouts	40	40	40	40	40	30
Winford Jct., G.M.&O. connection, No. 15 turnout and crossover	25	25	25	25	25	25
Ellington, both ends of siding, No. 15 turnout	25	25	25	25	25	25
Abbott, Bluford district, north switch	40	40	40	40	30	25
Reevesville, Bluford district, north switch	40	40	40	40	30	25
North Siding, Bluford district, north switch	40	40	40	40	30	25
Through turnouts at other locations	15	15	15	15	15	15

Rules 101 and 505.

Between Pinckneyville and Carbondale, between Pinckneyville and DuQuoin and between Bluford and New Yard, between Fulton and Chester St., between Frogmoor and Perry, between Ruslor Jct. and Haleyville speed of trains handled by single unit diesel locomotive is restricted as follows:

Single unit diesel light or with one car (may be coach or caboose) 25 miles per hour.

Single unit diesel with two cars (one of which may be coach or caboose) 45 miles per hour.

Note B: Streamlined Trains Nos. 1-2-5-6-52-53.

(Continued on page 20)

101(b).—(Continued from page 19)		Streamlined passenger trains with roller bearing trucks: passenger engines	Passenger and express trains with friction bearing trucks: passenger engines	Passenger and express trains: G. P. type engines	Freight trains, passenger or G. P. type engines	All Trains: switcher or transfer engines	Trains handling wrecking derricks or locomotive cranes
Territory or Location		Miles per Hour					
<b>101(b).— LOWER SPEEDS</b>							
<b>Centralia District</b>							
Branch Jct. ....		40	40	40	40	40	30
MP 318 curve at Moore also first curve north of Moore .....		40	45	45	45	45	.....
MP 339 curve south end Dongola siding .....		60	60	60	.....	45	.....
Curve MP 342 south of Wetaug .....		60	60	60	.....	45	.....
First curve north and first curve south of MP 354 south of Villa Ridge ..		65	65	65	.....	45	.....
First curve north of Illinois MP 363 .....		40	40	40	40	40	30
DuQuoin north wye Eldorado dist. ....		20	20	20	20	20	20
Truax-Traer Mine lead, MP 299 and New Kathleen Mine lead, MP 291, all class engines .....						10	10
Orient No. 3 Mine lead, all class engines .....						15	15
<b>St. Louis District</b>							
Curve between I. O. R. R. northward main track and Terminal R. R. Association connection at Valley Jct. ....		10	10	10	10	10	10
East St. Louis, northward main, subway Trendley Ave. ....		5	5	5	5	5	5
East St. Louis, southward main, curve G. M. & O. Jct. ....		10	10	10	10	10	10
Belleville, southward main, between MP 13 and bridge G13.8 (Rich- land Creek) .....		25	25	25	25	25	25
Belleville, southward main, between bridge G13.8 (Richland Creek) and Illinois Street .....		15	15	15	15	15	15
MP 58, southward main, first curve north and south .....		60	60	60	50	40	30
Pinckneyville yard, curve, MP 61 .....		25	25	25	25	25	25
MP 82, first curve north and first and second curve south .....		40	40	40	40	40	30
MP 83, first curve south .....		45	45	45	45	40	30
MP 84, all curves and bridges between Murphysboro and Texas and Texas Bridge and curve .....		10	10	10	10	10	10
Between MP 86 and 87, reverse curve .....		20	20	20	20	20	20
MP 87, second curve south MP 89, first curve south ... }		50	50	50	50	40	30
MP 91, second curve south .....		30	30	30	30	30	30
DuQuoin, curve, MP 70 .....		35	35	35	35	30	25
DuQuoin, MP 70 to spring switch (Jct. Centralia District) .....		35	35	35	35	30	25
Mine leads .....						10	10
<b>Cairo District</b>							
Curve, M.P. 371, both tracks .....		40	40	40	40	40	30
Cut, M.P. 371.3, both tracks .....		40	40	40	40	40	30
Curve, mile 379, both tracks .....		75	75	65	50	45	30
Curves, M.P. 379.5 to M.P. 381.5, both tracks .....		50	50	50	45	45	30
Curve, north of M.P. 382, both tracks .....		75	75	65	50	45	30
Curves, M.P. 390.5 to M.P. 398.3 .....		75	75	65	50	25	30
Edgewood Crossing .....		25	25	25	25	25	25
Martin—Milan, railroad crossing .....		40	40	40	40	40	30
Curves, between M.P. 426 and M.P. 428 .....		60	60	60	45	45	30
Curve, M.P. 473.2, Birmingham District route .....		25	25	25	25	25	25
<b>Birmingham District</b>							
Curve, mile 49 .....		60	60	60	50	45	30
Curves, mile 54 to 57 .....		60	60	60	50	45	30
Brush Creek bridge 71-2 .....		20	20	20	20	20	20
Curve, M.P. 71.4 .....		40	40	40	40	40	30
Curves, M.P. 70 to M.P. 75 .....		60	60	60	50	45	30
Curve, mile 80 .....		60	60	60	50	45	30
<b>Murphysboro District</b>							
G. M. & O. R. R. crossing .....		15	15	15	15	15	15
Bridge T 9-2, one mile south of Sand Ridge over drainage ditch .....		20	20	20	20	20	20
Gorham, Mo. Pac. R. R. crossing .....		15	15	15	15	15	15
Between Grand Tower and Aldridge, Aldridge fill Between McClure and Gale, Black Dump .....		10	10	10	10	10	10
Bridge T 22-9 .....		20	20	20	20	20	20
Between MP 13 and 15 .....		10	10	10	10	10	10

(Continued on page 21)

Territory or Location	Streamlined passenger trains with roller bearing trucks: passenger engines (See Note B)	Passenger and express trains with friction bearing trucks: passenger engines	Passenger and express trains: G.P. type engines	Freight trains, passenger or G.P. type engines	All Trains: switcher or transfer engines	Trains handling wrecks or locomotive cranes
	Miles per Hour					
<b>Bluford District</b>						
Tunnel No. 2 and No. 3 .....	40	40	40	40	30	25
Ohio River Bridge, at Metropolis Jct.....	20	20	20	20	20	20
Maxon wye track.....	10	10	10	10	10	10
<b>Eldorado District</b>						
Curve—North Wye—DuQuoin.....	20	20	20	20	20	20
Street Crossing, So. Main St., Benton.....	10	10	10	10	10	10
Curve, C. C. C. & St. L. Ry. Connection, Eldorado Jct.....	10	10	10	10	10	10
<b>Zeigler District</b>						
Between MP 88 and 92.....	15	15	15	15	15	15
Between Mitchell and Royalton.....	15	15	15	15	15	15
<b>Johnston City District</b>						
Street crossings, 13th, 14th, 15th, 16th sts. and Monroe St., Herrin.....	10	10	10	10	10	10
<b>Carbondale District</b>						
Fairgrounds crossing, Marion.....	10	10	10	10	10	10
R. R. crossing, Mo. Pac., Marion.....	15	15	15	15	15	15
<b>Golconda District</b>						
Second Curve, south of Golconda, incline storage track.....	10	10	10	10	10	10
Curve, at Stony Point, ¼ mile south of Grand Pier Creek, Mile 160}						

Maximum permissible speed for GP-7 and GP-9 diesel unit is 65 miles per hour and for diesel switching and transfer engines is 45 miles per hour.

When freight cars, not equipped with passenger trucks, are handled in passenger trains, maximum speed of dispatch trains for class of engine handling the train must not be exceeded.

When 50% of cars in a train are loaded tank cars, speed of train must not exceed forty miles per hour.

First class trains in both directions must not exceed a speed of forty (40) miles per hour with engine and first car passing over all Street crossings at Du Quoin.

Trains must not exceed a speed of ten (10) miles per hour with engine and first car passing over Main and Jackson St. crossings Carbondale.

Trains and engines must not exceed a speed of 20 miles per hour between Mounds and Mound City.

Trains and engines on southward movement must not exceed a maximum speed of 20 miles per hour when moving over Valley Jct. Interlocking, East St. Louis.

First class trains will not exceed a speed of 30 miles per hour on curves between Chester St. freight house and Frogmoor.

Trains and engines operating over C. & E. I. R. R. track between Gale Jct. and Thebes must not exceed a speed of five (5) miles per hour from north end of No. 1 track to the team track switch at Thebes as indicated by slow speed signals.

Southward first class trains and passenger extras will not exceed a speed of 25 miles per hour through turnout at end of two main tracks at Chester St.

Trains must not exceed a speed of thirty-five (35) miles per hour between McCord Street and Fifth Street, Centralia.

Trains handling short wheel base ore cars, loaded or empty must not exceed a speed of 25 miles per hour.

Trains handling ditchers, spreaders, or air dump cars, loaded or empty, must not exceed a speed of 25 miles per hour.

Eight (8) dump cars in series X-7838 to X-7845, inclusive, are prohibited from movement over Bridge 358.0 (Cache River) south of Mounds, Illinois, account close clearance.

Trains handling truck cars X2663, X2664, X2668, X2669, X2789 must not exceed a speed of 45 mph.

A speed of Twenty (20) miles per hour must not be exceeded at Carbon Lake interlocking between the following points:

- Southward.....Southward approach and southward home signal.
- Northward.....Northward approach and northward home signal.

101(b)—(Continued from page 21)

Engines designated below must not be operated over the following locations:

### CENTRALIA DISTRICT

Bois—Kuhn mine..... {All engines, may move with care minimum distance beyond derail to cut crossing.

Engines must not use three-way switch, except for straight track, at Orient No. 3 mine near Bois.

Anna—Central Ill. Public Service Co. track beyond Ice Plant } All engines.

### ST. LOUIS DISTRICT

Belleuille { Snyder Baker track  
Alley  
Yoch, beyond Alley track switch  
Reichert Milling Co.  
Belleuille Stove Works  
Gas Company  
Karr Stove Works  
Builders Supply } All engines may move with care minimum distance beyond derail to cut crossings.  
All Engines.

New Athens { Auto Stove Foundry Track—Engines must not go beyond frog.  
Mound City Brewing Co.—Engines must not go beyond point of switch when placing cars on track.

Lenzburg—Seminole Mine—Engines must not go beyond clearance point on Tracks 3 and 4 on empty hill.

### MURPHYSBORO DISTRICT

Cipsco Park—Central Illinois Public Service Co. scale track and pit track } All engines.

### GOLCONDA DISTRICT

All engines must reduce speed to ten (10) miles per hour passing over the following bridges on Golconda district:

GR 139-3      GR 140-1      GR 154-1

### BROOKPORT BRANCH

Diesel units, class 4001 and 4101 must not be operated over Brookport Branch between Metropolis and Brookport.

Other diesel units may be operated as single units only.

Trains and engines must not exceed a speed of fifteen (15) miles per hour passing over bridge MJ 4-3, Massac Creek.

Any car having a gross weight of more than 80 tons must not be moved over Massac Creek, bridge MJ 4-3.

Derricks X89, X100, and X101 must not be moved over Massac Creek, bridge MJ 4-3.

Trains and engines must not exceed a speed of 10 miles per hour around curve north of Metropolis depot and while using Bending Works track at Metropolis.

103. Train or engine with or without cars moving on sidings, house tracks, or auxiliary track over public crossing protected by automatic devices will not obstruct crossing until protective device is operating a sufficient time to protect the crossing or the movement is protected by a member of the crew. If train or engine with or without cars moving on main track over public crossing protected by automatic devices stops within the limits of the track circuits which actuate the automatic device, train or engine with or without cars will proceed at slow speed and will not foul crossing until automatic device is operating a sufficient time to protect the crossing or the movement is protected by a member of the crew. Under no circumstances will any portion of a car be spotted, or set out between the crossing and insulated rail joint nearest the crossing on that track. Trains or engines proceeding in accordance with Rule 509(a), will also proceed expecting to find crossing protection devices not working properly.

103(b). Trains arriving New Yard, Fulton, will set sufficient hand brakes on south end of train to prevent cars from rolling out and fouling other tracks. This applies to main tracks and yard tracks. Yardmen must know cars are properly secured before commencing to switch trains.

Trains departing New Yard Fulton will not release hand brakes until road engine is on train and train line fully charged. This to prevent cars from rolling out and fouling other tracks. This applies to main tracks and yard tracks.

### 104. Normal position of switches:

Branch Jct..... For St. Louis division.  
DuQuoin..... For Centralia district.  
Carbondale..... For Centralia district.  
North Cairo..... For Centralia district.  
East St. Louis..... For southward trains.  
Pinckneyville..... For northward trains enroute from Pyatts.  
Texas..... For St. Louis district.  
Gale Jct..... For C. & E. I. R. R.  
DuQuoin..... For northward main.  
Fulton  
(Cairo Dist.)..... For southward main track.  
Fulton (Fulton Dist.—Old Yard) } For Jackson and Memphis Connections.—Wye tracks.  
Frogmoor..... Junction switch for Birmingham District.  
Christopher..... For Eldorado district.  
Groat..... For S. I. & K. Branch  
Mitchell..... For Zeigler district.  
Herrin Jct..... For Zeigler district.  
Seely..... For Carbondale district.  
Akin Jct..... For Bluford district.  
Reevesville..... For Bluford district.  
Eldorado Jct..... For C. C. C. & St. L. R. R.

### Branch Junction:—

Switch Junction of Clinton and Centralia districts, electrically locked.

Switch Junction of Missouri-Illinois Railroad and Centralia district, electrically locked.

North switch of north crossover, electrically locked.

South switch of south crossover, electrically locked.

(Continued on page 23)

104.—(Continued from page 22)

Color light indicators will indicate when trains are approaching on main tracks. North indicator located on southward signal north of junction of Clinton and Centralia districts will display:

Light	Indication
Red.....	Train approaching southward on Champaign district.
Yellow.....	No train approaching southward on Champaign district.
South indicator located on northward signal south of the south crossover will display:	
Red.....	Train approaching northward on Centralia district.
Yellow.....	No train approaching northward on Centralia district.

Electric switch locks shall be operated by trainmen in accordance with instructions on the inside of the door of each electric lock. Electric switch locks may be unlocked and switches thrown when indicators display indications as follows:

Train or Engine Movement	Indicator
Southward from Clinton district.....	When north indicator displays Yellow light.
Southward from Missouri-Illinois Railroad.....	When north and south indicators both display Yellow light.
Northward from Centralia district to Clinton district..	When north indicator displays Yellow light.

**At Bois**—North and south switches to crossover between northward and southward main tracks, north of depot, electrically locked.

North switch to crossover leading from siding to northward main track, located 700 feet south MP 275, electrically locked.

South switch to siding, located 300 feet north of block signal 2766, electrically locked.

North and south switches to crossover between northward and southward main tracks, located between block signal 2765 and block signal 2766, electrically locked.

**At DuQuoin** electric switch lock and color light dwarf signal indicator, located 1500 feet south of Mile Post 288, and between northward and southward main.

When dwarf signal indicator shows yellow, electric switch lock can be operated without use of clockwork release.

Northward trains desiring to cross to southward main or St. Louis district will operate electric switch lock at south end of crossover, as follows:

- Open door of switch lock;
- Turn crank to the left to unlock switch;
- Operate switch stand;
- When train movement is complete, restore electric lock crank to the right, close and lock door.

Dwarf signal indicator, when red, indicates the presence of a train on southward main between signal 2855 and dwarf signal located between main tracks 1500 feet south of mile post 288.

If necessary to make movement from northward main across southward main when dwarf signal indicator is red, movement must be protected in accordance with Transportation Rules.

When dwarf signal indicator is red and a train is between signal 2855 and located 250 feet south of Mile Post 288, electric switch lock cannot be operated unless trainman operates clockwork time release located on instrument case opposite dwarf signal.

In order to operate, turn handle of clockwork release to the right as far as possible and let go:

When release runs down, operate electric switch lock.

**At Seminole** mine lead switch, southward main, 2533 feet south of MP 32 electrically locked.

Instructions for the operation of the electric locks are posted on inside of door of each electric lock.

**At North Cairo**, dwarf signal is located on northerly side of crossover 226 feet from switch in northward main track governing train and engine movements entering northward main track through crossover leading from old Cairo main track to northward main track.

Train and engine movements northward through crossover will be governed as follows:

Signal Light	Indication	Rule	
Red	Stop	292	When signal displays White light with letter "S" trainmen may line switch for movement to main track.
Yellow	Proceed (restricting)	290	Route lined and track clear for movement to main track.

**At Carbondale** St. Louis district northward freight trains will leave the Centralia district at crossover north of passenger station. Southward St. Louis district trains will enter Centralia district at junction switch at south end St. Louis district main south of passenger station.

Hand throw switches on the Bluford District equipped with electric locks as follows:

- Akin Jct..... Junction switch.
- Ferber..... Interchange track with Eldorado District.
- Delta..... North and south wye switches.
- Anson..... Both ends of siding.

Instructions for operation of these electrically locked switches are on inside of door of each lock.

105.

Martin north siding is designated as the meeting, waiting and passing point by time table or train order unless otherwise directed.

Trains and engines using mine leads must move at reduced speed.

109. Bulletin Boards:

- Centralia..... "B" yard, passenger station and engine house.
- DuQuoin..... Yard office and wash room.
- North Yard..... Yard office and engine house.
- Carbondale..... Passenger station.
- North Cairo..... Station.
- Cairo..... Boat yard office.
- St. Louis..... Union Station.
- East St. Louis..... Telegraph office, engine house, and south end "B" yard.
- Belleville..... Station.
- Pinckneyville..... Station and engine house.
- Fulton..... Passenger station, new yard, engine house, old yard office, switchmen's shanty, new yard.
- Jackson, Tenn. Baggage room, Union Station.
- Chester Street..... Telegraph office, engine house.
- Haleyville..... Telegraph office.
- Birmingham..... East Thomas engine house and general yard-master's office.
- Herrin..... Yard office.
- Benton.....
- Bluford..... Yard office and engine house.
- New Yard..... Yard office and engine house.
- Reevesville..... Telegraph office.

(Continued on page 24)

**D-151. Two tracks:**

Branch Jct. to Illinois.

Broadway Street, East St. Louis to Pinckneyville.

At Pinckneyville, between depot and a point 1300 feet south of mile post GE 62, DuQuoin route.

Between Ballard and Fulton, except single track over Mile Bridge, M. P. 368.6 to 369.5.

Between Oaks and New Yard.

Between Chester Street and Frogmoor.

At Abbott, between north and south switches.

At Reevesville, between north and south switches.

**221.** In cases of emergency, Operator at Valley Junction Tower, East St. Louis, will copy train orders and issue clearance to Illinois Central southward passenger trains.

When Valley Junction Tower has orders for a train it will be handled in the following manner:

Train will be stopped at #51 signal which is located approximately 50 feet south of the Cotton Belt Railroad crossing. After train has stopped, operator will blink #51 signal red-yellow-red-yellow, finally holding the signal at stop. A member of the train or engine crew must then go to the tower to receive the train orders.

Lunar white marker on block signal 0279 Tishomingo, will display white light illuminating letter "T" when train order signal displays stop indication.

This indication does not relieve enginemen and trainmen from observing and being governed by indication of train order signal.

At train order offices on Murphysboro District, a red flag or a red light, will indicate there are orders to be delivered. When there are no orders, a green flag or a green light, will be displayed, except as provided in Rule 221(d).

**251.** Between Winford Junction and Ballard, and between Illinois and North Cairo, trains will run with reference to other trains in the same direction by block signals whose indications will supersede the superiority of trains.

Operator-leverman at Winford Junction will not display clear home signal for northward second class or inferior trains until authorized by train dispatcher.

**254.** Except as affected by Rule 251 all block signal and operating rules remain in force.

**261-605.**

On single track over Mile Bridge between M. P. 368.6 and M. P. 369.5, remotely controlled signals govern the use of the block and their indications supersede time table superiority without requiring the use of train orders. They do not dispense with the use or observance of other signals whenever or wherever they may be required.

Signals and power switches at both ends of single track are controlled by operator-leverman at Winford Junction.

When home signals at each end of the Mile Bridge, M. P. 368.6 and M. P. 365.5 display medium clear indications, (Rule 283), trains may move through turnouts at a speed of 40 miles per hour.

Telephones are located at both ends of single track.

Trainmen must contact operator-leverman at Winford Junction when delayed by stop signal and ask for permission to operate power switches by hand.

Instructions for hand operation of power switches by trainmen are located in phone booths at power switches.

**287.** On Bluford District trains and engines may move through trailing point spring switch at speed of not to exceed 25 miles per hour when block signal shows a "slow-clear" indication.

**505.** Automatic block system extends from Branch Jct. to Illinois, East St. Louis to Carbondale and from Pinckneyville to Du Quoin.

From Ballard to Frogmoor, from Frogmoor to Perry and from Ruslor Jct. to Haleyville.

From Foster to Reevesville, from Reevesville to Metropolis Jct. and from Chiles Jct. to North Siding.

On Carbondale District automatic block signal system extends from East Wye to Seely.

Between East Wye and Seely the southward signal is located 1570 feet north of Mile Post 1, and will govern train movements to end of block sign located 1000 feet south of Mile Post 5. Northward signal is located 1000 feet south of Mile Post 5 and will govern train movements to end of block sign, 1570 feet north of Mile Post 1.

**509. At East St. Louis** north end of "B" yard when a train or engine making movement from long crossover to southward main track is stopped by Stop-indication, it may proceed at restricted speed on authority and information from signalman at Valley Jct. interlocking that there is no train or engine moving with the current of traffic on southward main track through interlocking limits and be governed by Rule 93 for probable movements against current of traffic.

Telephone connected with interlocking station is located in box adjacent to Stop signal at switch. Two short rings calls signalman.

At East St. Louis, Junction Switches leading to Illinois Central Southward main track between Trendley Ave. and Municipal Bridge overpass is protected by signal located 100 feet south of Trendley Ave.

Train movements will be governed as follows;

Southward:

Red—Stop

Yellow—Proceed route is lined and track clear for movement through junction switches and over Wiggins Crossing.

Northward:

Northward trains using Southward track must stop at stop board and know track is clear before proceeding.

**At Pinckneyville,** south end double track, DuQuoin route, a two indication dwarf signal located 1300 feet south of mile post GE 62 governs southward movements from northward main track to single track.

Trains or engines moving south on northward main track to single track finding signal displaying stop indication due to train approaching southward stop signal on southward main track, trainman will operate switch key release marked "B" when it is safe to do so. This will cause southward stop signal on southward main track to indicate stop and after a period of 3 minutes, southward signal on northward main track will indicate proceed.

If train or engine moving south on northward main track is unable to proceed after effecting a release, trains or engines on southward track ready to proceed, trainman will operate switch key release marked "A". This will cause southward signal governing movement from northward main track to single track to indicate stop and after a period of one minute, southward signal governing movement on southward main track will indicate proceed.

**525. Centralized Traffic Control in service Between Illinois and Ballard—on P. & I. R. R. between Metropolis Jct. and Chiles.**

**At North Cairo,** GM&O trains will not enter Illinois Central main track, North Cairo, until permission is received from Illinois Central operator, North Cairo.

Instructions covering the hand operation of switches at Ballard and Illinois are posted in telephone booth located at switch.

(Continued on page 25)



**539. Spring switches:**

**Location:** Normal Position:  
**East St. Louis:** South end  
 thoroughfare track.....For southward main track.  
 South end lead B. yard.....For southward main track.

**Centralia:** South end No. 1  
 track F yard, in southward  
 main.....For southward main track.

Southward movement will be governed by color light dwarf signal equipped with emergency switch key controller. Instructions for use of trainmen are attached to controller.

Northward low stop signal governing facing movements against current of traffic over spring switch on southward main track will display green indication when switch points are properly lined for movement on southward main.

When spring switch has been lined by hand for movement from main track to yard lead, movement may be made against stop indication displayed by the signal.

**Bois:**

North end siding.....For northward main track.  
 North end New Mine Lead... For siding.

Dwarf signal governing movement from siding to northward main track and from New Mine Lead to siding is located 385 feet south of spring switch at north end of siding. Movement from New Mine Lead through the spring switch at the north end of New Mine Lead and junction with siding, must be made in accordance with rule 105 and it must be known there is no conflicting movement on siding. Instructions for clearing signal when found in Stop-Indication are posted on side of signal instrument case.

**Southward movements—**

Position of spring switches is indicated by color light dwarf signals located a few feet in advance of spring switches. These signals will display red and green indication. When red indication is displayed, stop must be made and switch points examined and known to fit up properly before moving over switch. When switches have been lined by hand, movement may be made against Stop-indication.

**DuQuoin: North end northward**

siding.....For northward main track.

Dwarf signal governing movement from siding to northward main track is located 410 feet south of spring switch. Instructions for clearing signal when found in Stop-indication, are posted on side of signal instrument case.

**Southward movements—**

Position of spring switch is indicated by color light dwarf signal located 10 feet north of spring switch, between northward and southward main tracks. This signal will display red and green indication. When red indication is displayed, stop must be made and switch points examined and known to fit properly before moving over switch. When switch is lined by hand, movement may be made against Stop-indication.

**Pinckneyville:**

Via DuQuoin route.

Normal position of north switch is for southward main track.  
 Normal position of south switch is for northward main track.

Northward automatic block signal GE 614, located 300 feet south of switch and southward automatic block signal GE 613, located to the left and 5 feet north of switch are equipped with Lunar white marker.

**DuQuoin:**

Jct. St. Louis district with  
 southward main..... For southward main.

**St. Louis District**

Signal Light	Rule	
Red	292	When route is not clear or when train movement is in progress on Centralia district southward main.
Green or Yellow	281 or 290	When route is clear and no conflicting train movement in progress.
Red over Yellow	290	When switch is lined for straight movement on St. Louis District track.

When train or engine is stopped by Stop-indication and when it is known that route is clear and that train on Centralia district southward main track has stopped north of signal 2879 (1650 feet north of spring switch), trainman will insert switch key in release box located near the switch, turn key and then remove it from release box. In approximately two (2) minutes the signal will display yellow or green indication. If proceed movement is not made within four (4) minutes the signal will again display red indication and key release operation must be repeated. If signal does not change to proceed indication after switch key operation the train or engine may then enter southward Centralia district main track under full flag protection in accordance with Rule 99.

Northward low stop signal governing facing movement against current of traffic over spring switch on southward main track will display green indication when switch points are properly lined up for movement on southward main track.

When spring switch has been lined by hand for movement from Centralia Dist. main track to St. Louis Dist. main track, movement may be made against stop indication displayed by signal.

- New Yard—South end track 16.....For northward main track
- \*Martin—North end north siding... For main track
- \*Greenfield—South end siding..... For main track
- \*Cades—Both ends siding..... For main track
- \*Milan—North end siding..... For main track
- \*West—North end siding..... For main track
- \*Lawrence—North end siding..... For main track
- Chester Street—End of two  
 main tracks..... For southward main track
- Frogmoor—End of two main tracks... For northward main track
- \*Neil—Both ends siding..... For main track
- \*Red Bay—Both ends siding..... For main track
- \*Atwood—South end siding..... For main track
- \*Hackleburg—Both ends siding.... For main track
- \*Bluford—North switch, north end  
 outbound lead..... For main track.
- \*Foster: South end siding..... For main track.
- \*Jordan: Siding—Both ends..... For main track.
- \*Diana: Siding—Both ends..... For main track.
- \*Rust: Siding—Both ends..... For main track.
- \*Kegley: Siding—Both ends..... For main track.
- \*Madrid: Siding—Both ends..... For main track.
- \*Allenby: Siding—Both ends..... For main track.
- \*Saline: Siding—Both ends..... For main track.
- \*Abbott: North and south  
 switches..... South switch for northward  
 main track.  
 North switch for southward  
 main track.
- \*Reevesville: North and south  
 switches..... South switch for northward  
 main track.  
 North switch for southward  
 main track.
- \*Sedgwick: Siding—Both ends..... For main track.
- \*White: Siding—Both ends..... For main track.
- \*Lowe: Siding—Both ends..... For main track.

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- \*Fancy Farm: Siding—Both ends... For main track.
- \*Watts: Siding—Both ends... For main track.
- \*North Siding—North end... For siding.
- Paradise: End of double track... For northward main track
- Christopher: North end siding... For main track

\*Equipped with lunar marker.

Movement through spring switches equipped with key operated time release, will be governed as follows: If signal displays stop indication and it is known route ahead on main track is unoccupied and another train or engine is not approaching on adjacent track, trainmen will insert switch key in the release box mounted on signal case or instrument case near dwarf signal, turn key clock-wise and remove key after five seconds from release box. Movement may then be made in accordance with rules. If signal does not clear in prescribed time, as shown in instructions located by key release, Rule 509 will govern.

#### 605. Remote Control Interlocking:

##### P. S. L. Railroad Crossings.

Between MP 17 and MP 18, South of Belleville.

Between MP 11 and MP 12, Northward track, North of Belleville.

Both interlockings controlled by operators at Belleville.

When train or engine is stopped by Stop-indication at crossing and no conflicting movement evident, trainman must contact operator at Belleville and be governed by his instructions.

Remote control interlocking at Oaks is handled by operator at New Yard.

#### 672. Automatic Interlocking:

Ashley, L. & N. R. R. Crossing.

Tamaroa, Mo. Pac. R. R. Crossing.

Coulterville, M-I R. R. Crossing.

Carbon Lake, G. M. & O. R. R. Crossing.

Gorham, Mo. Pac. R. R. Crossing.

Orient No. 3 Mine Lead, Mo. Pac. R. R. Crossing.

Christopher, C. B. & Q. R. R. crossing.

Marion, Mo. Pac. R. R. crossing.

At following automatic interlocked R. R. crossings, trains and engines must not exceed a speed of fifteen miles per hour until engine or leading car passes crossing:

Orient No. 3 Mine lead, Mo. Pac. R. R.

Carbon Lake, G. M. & O. R. R.

Gorham, Mo. Pac. R. R.

Speed must not exceed ten miles per hour until engine or leading car has passed over crossing:

Jackson, passenger station, G. M. & O. R. R.

Trains and engines must not exceed a speed of 30 miles per hour between northward approach and northward home signal and 15 miles per hour between southward approach and southward home signal, at C. B. & Q. R. R. crossing, south of Christopher.

Trains and engines must not exceed a speed of 15 miles per hour between southward approach and home signal and 20 miles per hour between northward approach and home signal, Marion interlocking.

920. When car with hot box is found in train, or such car is set out, unusual care must be taken to prevent possibility of fire spreading to the body of car or lading. Packing must be pulled from blazing box and all fire thoroughly extinguished and inspection made to know that no danger of fire exists.

1201. Trains having hot boxes must be stopped before moving on Cairo bridge and Ohio river bridge at Metropolis and proper attention given to such boxes before proceeding.

Trains heading into New Yard, Fulton, from Oaks will use New Lead to enter tracks 5 to 14 inclusive, unless otherwise instructed by Yardmaster on duty.

Trains setting out at south end of New Yard, Fulton, will use New Lead to enter tracks 5 to 14 inclusive, unless otherwise instructed by Yard Master on duty.

1202. Trains must not move over Cairo bridge and Ohio river bridge at Metropolis with car doors swinging.

1203. Eight wheel locomotive cranes on their own wheels must be handled next ahead of caboose in tonnage or local freight trains during daylight hours and must have boom trailing when connected.

Scale test cars must be handled next to caboose.

1204. Maximum depth of water, over top of lower rail, through which equipment may be handled is as follows, except when greater depths are authorized by special instructions:

Diesel locomotives and diesel truck transfer cars.....	4 inches
Streamlined passenger cars.....	5 inches
Office cars.....	5 inches
Conventional passenger cars.....	9 inches
Freight cars.....	25 inches

When trains are operated through water, a maximum speed of 5 miles per hour must not be exceeded.

1205. When an engine, equipped with an engine truck, is being moved under conditions that would tend to lighten the weight on the engine truck, the spring switch through which a trailing move is being made, should be operated by hand in order to avoid the possibility of a derailment due to insufficient weight on the engine truck wheels to open the switch points.

1206. Motor car in either direction must not enter tunnel one, two or three, Bluford District, until motor car operator calls operator at Abbott to ascertain whether or not the track is clear.

1207. When four (4) or more than four (4) GP type diesel locomotives are operated handling train, when making an independent release of the brakes after an automatic brake application, the brakes on units back of the third unit will be considerably slower in releasing which may result in brakes sticking on these units.

When making a back-up movement with more than three (3) units in multiple there is danger of a jack-knife action of the units which may result in rail turning over under locomotive. Before making back-up movement with more than three (3) units, engines of the leading units must be isolated and only the rear three (3) units allowed to work power. Enginemen must see that these instructions are strictly observed.

1208. Journal boxes on streamline cars having roller bearings are equipped with a cylinder of liquid gas sealed with a low melting point solder which is melted when journal is overheating, emitting an odor similar to a stench bomb. The odor enters car through the fresh air intake of the air-conditioning system, and can also be detected in vestibule, as well as in cars following. When the odor is detected, immediate action should be taken to stop the train for inspection. Report should be promptly made to the Chief Dispatcher.

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**1209.** Since the installation of ATS test loop at North Cairo, it is no longer necessary to test train control on northbound passenger trains at Carbondale except when these locomotives fail to pass test at North Cairo.

A switch has been installed covering the electrical current to the ATS test loop at Carbondale, and when necessary to use this test loop the electricians must be informed so they may throw this switch energizing the test loop at Carbondale. However, this will only be done in emergencies, or when locomotives are changed on these trains at Carbondale.

At North Cairo ATS test loop in the northward main track extends from first block signal south of depot to the first block signal north of depot.

Centralia District engine crews, on both passenger and freight trains, should turn on ATS cab switch immediately upon boarding the locomotives. In approximately two minutes a green cab signal should be received, indicating ATS equipment is operating properly.

If green indication is not received, engineer will notify operator so that arrangements may be made to handle with mechanical forces at Carbondale.

**1210.** On portions of the railroad where trains are governed by block signals in accordance with Rule 261 or Rule 525, Train.

Dispatchers or levermen operators must be advised of proposed movement of Rail Detector Cars, Joint Oilers, Weed Burners, and other such heavy equipment which cannot readily be removed from the track but which nevertheless may not positively shunt the track. An opposing train must not be permitted to enter a block occupied by such equipment.

Such equipment must not be operated over highway grade crossings which are provided with automatic protection, except by hand flagging, unless it is known that the automatic protection is operating.

Such equipment will come to a stop at railroad crossings where automatic interlocking is in use, and must not proceed over crossings until instructions covering emergency use of such crossings have been followed. (See Rule 672.)

Levermen or operators must not operate any switches or derails in the route lined for this equipment while it remains within interlocking limits.

In Automatic Train Stop Territory deadhead movements of this equipment will be authorized and made according to existing Timetable Special Instructions, except that Train Dispatchers will arrange for clear block between open stations both in advance of and in the rear of this equipment.

**1212.** When diesel locomotive is stopped inside of any tunnel, for any reason, for a period in excess of fifteen (15) minutes, such diesel engine or engines should be shut down and restarted again when ready to proceed.

**ADJUSTED TONNAGE RULES AND RATINGS**

1. The tonnage ratings shown herein include the adjustment factor.

2. In computing tonnage of train the adjustment factor should be added to the gross weight of each car in the train, whether loaded or empty. For example, tonnage for a 75 car train might be—

Weight of cars and lading (including caboose).....	5,000 tons.
Adjustment factor (75 x 10).....	750 tons.
Adjusted tonnage of train.....	5,750 tons.

When the sum of the gross weight of all cars plus adjustment factor equals the tonnage rating for the district, the locomotive has its full rating.

3. Conductors shall show actual gross and net tonnage in spaces provided therefor on wheel reports.

4. When dead locomotives are hauled in trains the adjustment factor shall be added for each 35 tons weight of locomotive and tender.

5. Ratings apply over ruling grades. Additional tonnage may be handled over other portions of the rating section.

6. When necessary to reduce the train load to maintain fast schedules with perishable, livestock, etc., the train master shall designate the rating to be used.

7. When, on account of low temperature, snow, or other causes, it is not practicable to haul 100% rating, the train master will authorize such temporary reduction as may be necessary, but such reduction must not be kept in effect longer than 24 hours without authority from the superintendent.

8. The tonnage ratings shown herein must be used by districts on this division and no reduction shall be made without the approval of the General Superintendent of Transportation. If tonnage ratings are increased, a prompt report of the new ratings shall be made to the General Superintendent of Transportation.

## 100% TONNAGE RATING

Factor	3	7	8	8	3	7	13	0
Diesel Horsepower	Carbondale to Belleville Northward Ruling Grade—Pinckneyville to Layfield	Belleville to Carbondale Southward Ruling Grade—Wilderman to Freeburg	DuQuoin to Pinckneyville Northward	Pinckneyville to DuQuoin Southward	Belleville to East St. Louis Northward	East St. Louis to Belleville Southward	Between Texas and Gale Ruling Grade—Sand Ridge	Reevesville to Rosiclaire North and South
1200	4705	4075	4850	4850	3070	2920	6220	2500
1500	4850	4250	7635	6225	3490	3220	6455	2800
1750	4995	4550	8245	6725	3595	3445	6690	
3000	9700	8500	15270	12450	6980	6440	12910	
3250	9845	8800	15880	12950	7085	6665	13230	
3500	9990	9100	16490	13450	7190	6890	13390	
4500	14550	12750	22905	18675	10470	9660		
4750	14695	13050	23515	19175	10575	9885		
5000	14840	13350	24125	19675	10680	10110		
5250	14985	13650	24735	20175	10785	10335		
Factor	6	15	6	5	5	5	10	4
Diesel Horsepower	Centralia to Carbondale Southward Ruling Grade—Centralia to Irvington	Carbondale to Centralia Northward Ruling Grade—Sunfield to Tamaroa	Carbondale to North Cairo Southward Ruling Grade—Makanda to Cobden	North Cairo to Carbondale Northward Ruling Grade—Mounds to Villa Ridge and Dongola to Balcom	Martin to Frogmoor	Frogmoor to Martin	Between Frogmoor and Haleyville	Between Haleyville and Birmingham
1500	5325	9525	3820	3750	3100	3150	5300	1700
1750	5645	10955	4050	3940	3400	3450	5700	2300
3000	10650	19050	7640	7500	6200	6300	10600	3400
3250	10970	20480	7870	7690	6500	6600	11000	4000
3500	11290	21910	8100	7880	6800	6900	11400	4600
4500	15975	28575	11460	11250	9300	9450	15900	5100
4750	16295	30005	11690	11440	9600	9750	16300	5700
5000	16615	31435	11920	11630	9900	10050	16700	6300
5250	16935	32865	12150	11820	10200	10350	17100	6900
Factor	5	5	5	5	15	8	7	
Diesel Horsepower	Martin to Fulton	Fulton to Martin	North Cairo to Fulton	Fulton to North Cairo	Between Bluford and Fulton North and South	DuQuoin to Benton Southward	Benton to DuQuoin Northward	
1500	5050	5900	3800	3850	6800	3820	4950	
1750	5300	6200	4100	4150	7100	4120	5250	
3000	10100	11800	7600	7700	14630	7640	9900	
3250	10350	12100	7900	8000	14930	7940	10200	
3500	10600	12400	8200	8300	15500	8240	10500	
4500	15150	17700	11400	11550	19950	11460	14850	
4750	15400	18000	11700	11850	20615	11760	15150	
5000	15650	18300	12000	12150	22150	12060	15450	
5250	15900	18600	12300	12450	23050	12360	15750	