

THINK SAFETY

NOTICE TO ENGINEMEN

Locomotive whistle and bell signals for highway crossings at grade must begin when engine is opposite whistle sign and be continued until engine has passed over crossing.

STANDARD WHISTLE SIGNAL FOR HIGHWAY CROSSINGS SHALL BE NOT LESS THAN TEN SECONDS DURATION AND CONSIST OF TWO LONG, ONE SHORT, AND ONE LONG BLASTS, THE LAST BLAST TO END WHEN ENGINE HAS PASSED OVER CROSSING.

These instructions will apply to all grade crossings both within and without cities, villages and towns in Indiana and Illinois, except where especially advised to the contrary.

ACT SAFELY

C & E I

Chicago and Eastern Illinois Railway

TIME TABLE No. 11

Takes Effect

Monday January 2, 1939

at 12:01 A. M.

SUPERSEDING

Time Table No. 10 Dated September 25, 1938

Destroy all copies of Time Table No. 10

For Government and Information of Employees Only.

C. T. O'NEAL, President

F. G. NICHOLSON, General Manager

GENERAL INSTRUCTIONS - PASSENGER TRAIN CONDUCT

C&EI Passenger Train Conductors are hosts to any and all travelers on their trains. The more inexperienced, young, old or helpless passengers are, the more they should be looked after and advised. Passengers of all classes get on C&EI trains to travel. C&EI operates trains for the sole purpose of attracting these folks to travel via RAIL.

The surest assurance of the expansion of C&EI passenger train service and continuous operation is that EVERY PASSENGER PATRON may say nice things about C&EI passenger service and will tell his friends to travel RAIL—and C&EI.

Train Conductors and Staff, including Brakemen, Flagmen, Porters, Pullman and Dining Car Crews, should ever remember that there are thousands of the younger generation of sons and daughters WHO HAVE NEVER BEEN ON A RAILROAD TRAIN OR IN A PULLMAN CAR, OR A RAILROAD DINING OR CLUB CAR. Many, both in coach and Pullman, may feel ill at ease. Our job, in all circumstances, is to consider these folks as guests in our home—to help make them feel at home.

- - -

SPECIFIC INSTRUCTIONS

1.—The Passenger Train Conductor on C&EI Ry. is in sole charge of his train and is responsible in all matters of—

- (a) Safety,
- (b) Comfort, and
- (c) Information and advice.

2.—Coach passengers must be looked after, day or night, and protected against undue noise or disturbance, and in particular on night runs.

3.—Pullman (sleeper) passengers: It must ever be kept in mind that Pullman passengers pay to sleep and must be protected in sleep period.

4.—In ticket complications, or in matters of collection of cash fares, Conductors will of necessity have to wire for instructions if conditions warrant, or use their best judgment. It is the test of diplomacy that these matters be handled with avoidance of argument or friction, in which a calm and pleasant manner is the best assurance of success.

5.—Passenger Train Conductors should, by personal observation, know what is going on in all parts of their train and, by example, encourage, in train crews, neatness of appearance, and courtesy; also see that train porters keep coaches clean and in tidy condition at all times. Especial effort should be made to answer fully all questions and to furnish all possible information about connecting line trains. Where trains encounter unusual delays or are running late, information should be cheerfully offered as to the cause, as most passengers will likewise cheerfully accept a condition they understand. Pullman and Dining Car forces should be advised of such delays.

6.—In crowded train conditions C&EI employe pass passengers should cheerfully cooperate in seeing that pay passengers are given every possible consideration in all parts of the train, ever keeping in mind that C&EI trains are operated on the revenues from pay passengers and that passes are issued to C&EI employes and their families subject to the accommodation and needs of pay passengers.

7.—Where Passenger Train Conductors feel they need advice as to any phase of passenger train conduct, they should promptly ask for advice or instruction orally or in writing from the nearest operating or passenger officer or representative.

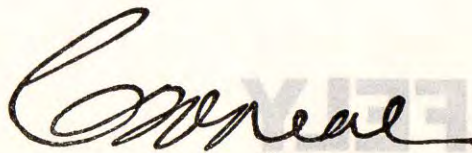
8.—A frequent source of dissatisfaction of railroad patrons, particularly night and sleeper passengers, is that of rough handling, and which destroys all the benefits of smooth track and good equipment. C&EI Engineers have an established reputation for smooth stopping, starting and running, and on such performance we receive many compliments and continued patronage. Where rough handling is given, all too frequently the passenger deserts our service and in our Traffic Department follow-up as to why, we find the passenger using some other route rather than complain.

I want to emphasize, above all else, that, regardless of expense for equipment, advertising or the soliciting efforts of our passenger traffic forces, our passenger business will increase or decrease in just the proportion that our patrons speak well of C&EI SERVICE and so tell their friends,—or the contrary,—and no greater opportunity offers to make staunch friends for OUR RAILROAD than on our passenger trains.

For Government and Information of Employees Only.

L. T. OWENS, President

F. D. NICHOLSON, General Manager


PRESIDENT

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LOCATION GENERAL ORDER BOARDS, STANDARD CLOCKS AND TRAIN REGISTERS

Station	Location	General Order Board	Standard Clock	Train Register (See Note)
Chicago.....	Dearborn Sta. Dispatchers Office.....	x	x	x
Chicago.....	35th St. Switchmen's Locker Room.....	x		
Chicago.....	51st St. Roundhouse Office.....	x		
Yard Center.....	Yard Office.....	x	x	x
Yard Center.....	Roundhouse Office.....	x	x	
Chicago Heights.....	CHTT Switchmen's Cabin.....	x		
Jay Tower.....	Interlocking Station.....	x		
Watsoka.....	Interlocking Station.....	x	x	x
Woodland Jct.....	Interlocking Station.....			x
Rossville.....	Depot.....	x	x	x
Rossville Jct.....	EJ&E Train Master's Office.....	x	x	x
North Yard.....	Yard Office.....	x	x	x
Danville.....	Passenger Depot.....		x	
Danville.....	Enginemen's Locker Room.....	x		x
Oaklawn.....	Roundhouse Office.....	x	x	
Brewer.....	Yard Office.....	x		x
Jackson.....	Yard Office.....	x		
Otter Creek Jct.....	Telegraph Office.....			x
Haley.....	Telegraph Office.....		x	
Locust Street.....	Yard Office.....	x		
Locust Street.....	Roundhouse Office.....	x		
Terre Haute.....	Union Depot Telegraph Office.....	x	x	x
Poplar St.....	Yard Office.....		x	
Farmersburg.....	Depot.....	x		x
Alice.....	Telegraph Office.....	x		
Mt. Vernon Jct.....	In Box, East End South Wye.....			x
Mt. Vernon.....	Depot.....			x
Wansford.....	Roundhouse Office.....	x		
Wansford.....	Telegraph Office.....	x	x	x
Belt Yard.....	Yard Office.....	x		
Evansville.....	L&N Station Telegraph Office.....	x	x	x
Villa Grove.....	Roundhouse office.....	x		
Villa Grove.....	Depot.....	x	x	x
Findlay.....	Depot.....	x		
Findlay Jct.....	Interlocking Station.....			x
Pana.....	Depot.....			x
Mitchell Yard.....	Roundhouse.....	x		
Mitchell Yard.....	Yard Office.....	x	x	x
St. Louis.....	Union Station.....	x	x	x
St. Louis.....	TRRA Engine House.....	x		
Salem Yard.....	Roundhouse.....	x		
Salem Yard.....	Yard Office.....	x	x	x
Salem.....	Depot.....	x		
W. F. Yard.....	Roundhouse.....	x		
West Frankfort.....	Depot.....		x	x
Neilson.....	Interlocking Station.....			x
W. V. Tower.....	Interlocking Station.....			x
Cypress.....	Depot.....	x	x	x
Thebes.....	Depot.....	x	x	x
Joppa Jct.....	Passenger Shelter.....			x
Joppa.....	Depot.....			x
W.R. Tower.....	Interlocking Station.....	x		
Bunsen Switch.....	In Cabin.....			x

Note:—All Trains register at the initial and the terminal station of the schedule or run on a district, except:

- Yard Center... Through first and second class trains register by slip.
- North Yard... Westville District trains register by slip.
- Brewer-Danville... All trains register by slip at North Yard, except Evansville District freight trains register by slip at Walz.
- Farmersburg... No. 360 and 361 register by slip at Farmersburg instead of Seifert.
- Wansford... First class trains register by slip. Engines in passenger service starting from Wansford and returning from Evansville register at Wansford.
- Belt Yard... Freight trains register by slip at Wansford instead of Belt Yard.
- Woodland Jct... St. Louis District trains register by slip.
- Villa Grove... All trains register.
- Pana... All trains register by slip.
- Findlay Jct... All trains register by slip.
- Salem Yard... All trains register.
- Neilson... CB&Q trains register by slip.
- W. V. Tower... CB&Q trains register by slip.

DANVILLE DISTRICT—Southward

Train Order and Block Stations	Distance from Chicago	Distance between Stations	TIME TABLE No. 11 January 2, 1939		FIRST CLASS									
					1	91	21	93	97	95	23	9		
					Mall & Express	Dixieland	The Zipper	Dixie Limited	Dixie Mail	Dixie Flyer	The Silent Knight	Evansville Passenger		
STATIONS			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
DN			CHICAGO	LEAVE AM	LEAVE AM	LEAVE NOON	LEAVE PM	LEAVE PM	LEAVE PM	LEAVE PM	LEAVE PM	LEAVE PM		
			CHICAGO	8.00	9.35	12.00	2.30	8.05	11.25	11.55	11.59			
	16.8	16.8	DOLTON JCT.	Between Yard Center and Chicago trains will use C&WI current time table. See rule 1 page 23.										
DN	18.0	1.2	YARD CENTER	s 8.37	10.01	12.26	3.00	8.35	11.55	12.28	12.32			
	18.7	0.7	HANEY	s 8.39										
	19.5	0.8	SOUTH HOLLAND	s 8.42							12.34			
DN	20.1	0.6	THORNTON JCT.	s 8.43			3.02	8.37	11.58	12.31	12.35			
	21.7	1.6	THORNTON	s 8.46							12.37			
	23.4	1.7	GLENWOOD	s 8.49							12.39			
	26.6	3.2	CHICAGO HEIGHTS	s 8.57	10.10	s12.34	3.09	8.45	12.05	12.39	s12.48			
DN	26.8	0.2	M. C. TOWER											
	27.1	0.3	JAY TOWER											
	27.8	0.7	HEIGHTS YARD	9.00		12.36								
	28.8	1.0	STEGER	s 9.02										
	30.4	1.6	CRETE	s 9.06								12.54		
DN	32.5	2.1	N. E. TOWER	9.09	10.16	12.41	3.15	8.52	12.12	12.48	12.57			
	34.2	1.7	GOODENOW	s 9.11										
	37.6	3.4	BEECHER	s 9.16								1.03		
	41.0	3.4	SOLLITT	f 9.20										
	44.7	3.7	GRANT PARK	s 9.26	10.26	12.51	3.26	9.03	12.24	1.03	1.10			
DN	49.7	5.0	M. G. TOWER											
	49.9	0.2	MOMENCE	s 9.35	10.30	12.55	3.31	9.09	12.29	1.10	s 1.19			
	50.8	0.9	MOMENCE YARD											
	57.9	7.1	WICHERT	9.44										
DN	60.1	2.2	ST. ANNE	s 9.49	10.38	1.04	3.40	9.20	12.39	1.22	f 1.34			
	64.2	4.1	PAPINEAU	s 9.55							1.39			
	67.7	3.5	MARTINTON	s 10.00	10.44		3.46	9.26	12.46	1.29	1.43			
	71.5	3.8	PITTWOOD	s 10.06							1.47			
DN	77.5	6.0	WATSEKA	s 10.16	10.52	1.18	3.56	9.37	12.56	1.41	s 1.56			
N	79.6	2.1	COALER	C&W 10.24	10.58		4.04	9.44	1.04	1.51	2.06			
	81.8	2.2	WOODLAND	s 10.28										
DN	82.6	0.8	WOODLAND JCT.	s 10.30	11.01	1.25	4.08	9.49	1.09	1.56	2.11			
D	88.1	5.5	MILFORD	s 10.39	11.07		4.14	9.55	1.15		2.18			
	89.1	1.0	MILFORD JCT.											
	92.7	3.6	CISSNA JCT.											
D	94.2	1.5	WELLINGTON	s 10.48							2.26			
DN	99.2	5.0	HOOPESTON	s 10.57	11.18		4.27	10.09	1.28		s 2.37			
	105.2	6.0	ROSSVILLE	s 11.06										
	107.1	1.9	ROSSVILLE JCT.	w 11.09	11.26		4.36	10.18 ⁵³	1.36		2.47			
	111.2	4.1	ALVIN	s 11.15							2.52			
D	114.3	3.1	BISMARCK	s 11.20	11.32		4.43	10.25	1.43		2.56			
	118.4	4.1	WEST NEWELL	11.24							3.01			
DNB	123.1	4.7	NORTH YARD	11.29	11.41		4.54	10.35	1.52		3.09			
	123.2	0.1	DANVILLE	s 11.30 ⁹¹ 11.55	s 11.46 ¹		s 5.01	s 10.42	s 1.58		s 3.27			
DN	123.5	0.3	CORY	11.56	11.47		5.02	10.43	1.59		3.28			
	124.8	1.3	OAKLAWN	s 12.05										
DN	125.8	1.0	WALZ	12.08	11.51		5.06	10.47	2.03		3.31			
	126.5	0.7	BREWER	w 12.09	11.52		5.07	10.48	2.04		3.32			
				PM	AM	PM	PM	PM	AM	AM	AM			
				ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE			

DANVILLE instead of Brewer is district initial-terminal station for through first class schedules on Danville and Evansville Districts. See time of Westville District trains on page 16 as applying at North Yard and Danville.

DANVILLE DISTRICT—Southward

Siding Car Capacity	Station Numbers	Distance between Stations	TIME TABLE No. 11 January 2, 1939		SECOND CLASS						THIRD CLASS			
					51	61	63	53	57	65	49	71	73	75
					South-Eastern Red Ball	St. Louis Red Ball	Western Mdse. Red Ball	Mdse. Special	Dirke Special Red Ball	South-Western Special	Freight	Local Freight	Local Freight	Mixed
					DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	Monday, Wednesday, Friday	Daily Ex. Sunday	Tuesday, Thursday, Saturday
			STATIONS	LEAVE PM	LEAVE PM	LEAVE PM	LEAVE PM	LEAVE PM	LEAVE PM	LEAVE AM	LEAVE AM	LEAVE AM	LEAVE AM	
	0		CHICAGO	6.00	6.10	9.00								
		16.8	DOLTON JCT.	Between Chicago and Yard Center trains will use C&WI current time table. See rule 1 page 23.										
	18	1.2	YARD CENTER w	12.30	12.40	6.50	7.20	9.45	10.00	12.35	7.00			
	19	0.7	HANEY											
	19½	0.8	SOUTH HOLLAND											
	20	0.6	THORNTON JCT.	12.35	12.48	6.55	7.25	9.50	10.05					
	22	1.6	THORNTON											
	23	1.7	GLENWOOD											
	27	3.2	CHICAGO HEIGHTS	12.45	12.58	7.06	7.37	10.01	10.17					
		0.2	M. C. TOWER											
		0.3	JAY TOWER											
133		0.7	HEIGHTS YARD	12.56	1.06	7.09	7.47	10.04	10.20					
	29	1.0	STEGER											
	30	1.6	CRETE											
	30	2.1	N. E. TOWER	1.08	1.18	7.18	7.57	10.12	10.30					
	34	1.7	GOODENOW											
	38	3.4	BEECHER											
	41	3.4	SOLLITT											
	45	3.7	GRANT PARK	1.25	1.36	7.35	8.17	10.29	10.50					
		5.0	M. G. TOWER	1.31	1.44	7.41	8.25	10.35	10.58					
	50	0.2	MOMENCE											
80	51	0.9	MOMENCE YARD w	1.33	1.46	7.43	8.27	10.37	11.01					
	58	7.1	WICHERT											
80	60	2.2	ST. ANNE	1.45	1.58	7.57	8.41	10.51	11.18					
	64	4.1	PAPINEAU w											
	68	3.5	MARTINTON											
	72	3.8	PITTSWOOD	1.59	2.13	8.10	8.56	11.04	11.38					
	77	6.0	WATSEKA	2.08	2.23	8.19	9.06	11.13	11.48		2.00	7.00	7.05	
95	80	2.1	COALER c&w	2.20	2.35	8.33	9.21	11.28	12.03					
	82	2.2	WOODLAND										f 7.30	
	83	0.8	WOODLAND JCT.	2.27	2.42	8.45	9.28	11.35	12.13				7.40	
	88	5.5	MILFORD	2.35			9.36	11.43						
	89	1.0	MILFORD JCT.											
	93	3.6	CISSNA JCT.											
	94	1.5	WELLINGTON w	2.44			9.45	11.52						
	99	5.0	HOOPESTON	2.53			9.55	12.01						
	106	6.0	ROSSVILLE											
77	107	1.9	ROSSVILLE JCT. w	3.04			10.18 ⁹⁷	12.12						
	111	4.1	ALVIN	3.10			10.27	12.18						
	114	3.1	BISMARCK	3.15			10.32	12.23						
	118	4.1	WEST NEWELL	3.20			10.39	12.29						
	123	4.7	NORTH YARD	3.28			10.47	12.37		6.10				
	123	0.1	DANVILLE											
		0.3	CORY	3.30			10.49	12.39		6.15				
	125	1.3	OAKLAWN											
		1.0	WALZ	3.36			10.56	12.45		6.25				
	126	0.7	BREWER w	3.40			11.10	12.47		6.30		2.00		
				PM	PM	PM	PM	AM	AM	AM	PM	PM	AM	
				ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	

DANVILLE instead of Brewer is district initial-terminal station for through first class schedules on Danville and Evansville Districts. See time of Westville District Trains on page 16 as applying at North Yard and Danville.

*—indicates No. 10 will not be operated from Danville to be replaced by No. 11 on Monday following when any of these holidays fall on Sunday.
 †—indicates No. 12 will be operated only on Sundays, New Year, Washington's Birthday, Memorial, Independence, Labor, Thanksgiving and Christmas Days or on Monday following when any of these holidays fall on Sunday.

DANVILLE instead of Brewer is district initial-terminal station for through first class schedules on Danville and Evansville Districts. See time of Westville District trains on page 16 as applying at North Yard and Danville.

DANVILLE DISTRICT—Northward

Train Order and Block Stations	Distance from Chicago	Distance between Stations	TIME TABLE No. 11 January 2, 1939	FIRST CLASS									
				94	24	96	*10	*12	92	22	90	8	
				Dixie Flyer Mail	The Silent Knight	Nashville Chicago Passenger	Chicago Passenger	Chicago Passenger	Dixie Limited	The Zipper	Dixieland	Chicago Express	
				Daily	Daily	Daily	Daily Ex. Sunday and Holidays	Sunday and Holidays	Daily	Daily	Daily	Daily	
DN	16.8	16.8	CHICAGO.....	ARRIVE AM 5.15	ARRIVE AM 6.55	ARRIVE AM 7.15	ARRIVE AM 7.48	ARRIVE AM 10.40	ARRIVE PM 2.00	ARRIVE PM 5.32	ARRIVE PM 6.55	ARRIVE PM 7.50	
.....	16.8	1.2	DOLTON JCT.....	Between Yard Center and Chicago trains will use C&WI current time table. See rule 1 page 23.									
DN	18.0	0.7	YARD CENTER..... w	4.40	6.17	6.40	s 7.10	s10.02	1.25	5.00	6.24	7.15	.....
.....	18.7	0.8	HANEY.....	.....	.....	.....	s 7.06	s10.01	.....	.....	.....	.....	.....
.....	19.5	0.6	SOUTH HOLLAND.....	.....	.....	.....	s 7.03	10.00	.....	.....	.....	.....	.....
DN	20.1	1.6	THORNTON JCT.....	4.37	6.13	6.37	7.00	.....	1.19	.....	.....	7.10	.....
.....	21.7	1.7	THORNTON.....	.....	.....	.....	s 6.57	9.57	.....	.....	.....	.....	.....
.....	23.4	3.2	GLENWOOD.....	.....	.....	.....	s 6.53	9.55	.....	.....	.....	.....	.....
.....	26.6	0.2	CHICAGO HEIGHTS.....	4.29	s 6.06	s 6.30	s 6.47	s 9.51	s 1.11	4.52	6.16	s 7.03	.....
DN	26.8	0.3	M. C. TOWER.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	27.1	0.7	JAY TOWER..... w	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	27.8	1.0	HEIGHTS YARD.....	4.27 ⁰⁴	6.02	6.27	s 6.40	9.49	1.06	.....	.....	6.51	.....
.....	28.8	1.6	STEGER.....	.....	.....	.....	s 6.36	9.47	.....	.....	.....	.....	.....
.....	30.4	2.1	CRETE.....	.....	.....	.....	s 6.32	9.45	.....	.....	.....	.....	.....
DN	32.5	1.7	N. E. TOWER.....	4.21	5.55	6.22	6.27	.....	1.00	4.46	6.10	6.46	.....
.....	34.2	3.4	GOODENOW.....	.....	.....	.....	f 6.24	f 9.41	.....	.....	.....	.....	.....
.....	37.6	3.4	BEECHER.....	4.15	5.49	6.17	s 6.19	s 9.36	12.55	.....	6.05	6.40	.....
.....	41.0	3.7	SOLLITT.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	44.7	5.0	GRANT PARK.....	4.07	5.40	6.09 ¹⁰	s 6.09 ⁰⁶	s 9.26	12.47	4.36	5.58	6.32	.....
DN	49.7	0.2	M. G. TOWER.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	49.9	0.9	MOMENCE.....	4.01	5.32	6.03	s 5.58	s 9.18	s12.39	.....	5.53	s 6.25	.....
.....	50.8	7.1	MOMENCE YARD..... w	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	57.9	2.2	WICHERT.....	.....	.....	.....	f 5.46	f 9.07	.....	.....	.....	.....	.....
DN	60.1	4.1	ST. ANNE.....	3.50	5.21	5.52	s 5.43	s 9.04	12.25	4.23	5.43	s 6.12	.....
.....	64.2	3.5	PAPINEAU..... w	3.45	5.15	5.47	f 5.36	f 8.58	12.19	.....	.....	6.06	.....
.....	67.7	3.8	MARTINTON.....	.....	.....	.....	f 5.31	f 8.53	.....	.....	5.36	.....	.....
.....	71.5	6.0	PITTSWOOD.....	.....	.....	.....	f 5.26	f 8.48	.....	.....	.....	.....	.....
DN	77.5	2.1	WATSEKA.....	3.31	4.59	5.33	s 5.17	s 8.40	s12.04	4.09	5.27	s 5.52	.....
N	79.6	2.2	COALER..... C&W	3.27	4.55	5.29	5.12	8.35	11.59	.....	5.23	5.47	.....
.....	81.8	0.8	WOODLAND.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
DN	82.6	5.5	WOODLAND JCT.....	3.18	4.45	5.21	5.02	8.27	11.50	4.02	5.17	5.36	.....
D	88.1	1.0	MILFORD.....	3.12	.....	5.15	s 4.55	s 8.20	11.44	.....	5.12	s 5.29	.....
.....	89.1	3.6	MILFORD JCT.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	92.7	1.5	CISSNA JCT.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
D	94.2	5.0	WELLINGTON..... w	3.04	.....	5.07	f 4.44	f 8.10	11.36	.....	.....	5.20	.....
DN	99.2	6.0	HOOPESTON.....	2.58	.....	5.02	s 4.37	s 8.03	s11.30	.....	5.01	s 5.14	.....
.....	105.2	1.9	ROSSVILLE.....	2.50	.....	4.54	f 4.25	f 7.53	.....	.....	.....	s 5.04	.....
.....	107.1	4.1	ROSSVILLE JCT..... w	.....	.....	.....	4.22	7.50	.....	.....	4.53	5.00	.....
.....	111.2	3.1	ALVIN.....	2.43	.....	4.48	f 4.17	f 7.45	11.14	.....	.....	4.55	.....
D	114.3	4.1	BISMARCK.....	.....	.....	.....	f 4.13	f 7.41	.....	.....	4.46	4.51	.....
.....	118.4	4.7	WEST NEWELL.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
DN	123.1	0.1	NORTH YARD.....	2.29	.....	4.34	4.01	7.31	11.00	.....	4.37	4.40	.....
.....	123.2	0.3	DANVILLE.....	s 2.28 ¹⁰	.....	s 4.33	s { 4.00 ⁵⁴ 10.33 ⁰⁴	7.30	s10.59	.....	4.36 s	{ 4.39 ⁰⁰ 4.24	.....
DNB	123.5	1.3	CORY.....	2.18	.....	4.28	10.32	.....	10.53	.....	4.32	4.23	.....
.....	124.8	1.0	OAKLAWN.....	.....	.....	.....	s10.30	.....	.....	.....	.....	.....	.....
DN	125.8	0.7	WALZ.....	2.14	.....	4.24	10.27	.....	10.49	.....	4.29	4.18	.....
.....	126.5	.....	BREWER..... w	2.13	.....	4.23	10.26	.....	10.48	.....	4.28	4.17	.....
				AM	AM	AM	PM	AM	AM	PM	PM	PM	
				LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	

★—Indicates No. 10 will not be operated from Danville to Chicago on Sundays, New Years, Washington's Birthday, Memorial, Independence, Labor, Thanksgiving and Christmas Days, or on Monday following when any of these holidays fall on Sunday.

*—Indicates No. 12 will be operated only on Sundays, New Years, Washington's Birthday, Memorial, Independence, Labor, Thanksgiving and Christmas Days, or on Monday following when any of these holidays fall on Sunday.

DANVILLE instead of Brewer is district initial-terminal station for through first class schedules on Danville and Evansville Districts. See time of Westville District trains on page 16 as applying at North Yard and Danville.

DANVILLE DISTRICT—Northward

Stings Car Capacity	Station Numbers	Distance Between Stations	TIME TABLE No. 11 January 2, 1939	SECOND CLASS					THIRD CLASS			
				54	64	60	58	62	70	72	74	40
				Industry Red Ball	Mds. Special	Red Ball	Dixie Special Red Ball	Western Red Ball	Local Freight	Local Freight	Mixed	Through Freight
				Daily	Daily	Daily	Daily	Daily	Tuesday, Thursday, Saturday	Daily Ex. Sunday	Monday, Wednesday, Friday	Daily
			ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	
			AM	AM	PM	AM	AM	PM	PM	AM	AM	
	0	16.8	CHICAGO.....		8.30	3.00	2.00	3.15				
		1.2	DOLTON JCT.....	Between Yard Center and Chicago trains will use C&WI current time table. See rule 1 page 23.								
	18	0.7	YARD CENTER..... w	4.30	5.30	12.45	10.45	1.05	2.00			5.00
	19	0.8	HANEY.....									
	19½	0.6	SOUTH HOLLAND.....									
	20	1.6	THORNTON JCT.....	3.53	4.50	12.10	9.50	12.40				4.30
	22	1.7	THORNTON.....									
	23	0.7	GLENWOOD.....									
	27	0.2	CHICAGO HEIGHTS....	3.41	4.38	11.54	9.38	12.21				
		0.3	M. C. TOWER.....									
		0.7	JAY TOWER..... w									
		1.0	HEIGHTS YARD.....	3.36	4.27 ⁹⁴	11.49	9.35	12.16				
	29	1.6	STEGER.....									
	30	2.1	CRETE.....									
162		1.7	N. E. TOWER.....	3.26	4.03	11.37	9.25	12.06				
	34	3.4	GOODENOW.....									
	38	3.4	BEECHER.....									
	41	3.7	SOLLITT.....									
	45	5.0	GRANT PARK.....	3.04	3.46	11.11	9.02	11.39				
		0.2	M. G. TOWER.....	2.54	3.37	10.59	8.52	11.26				
	50	0.9	MOMENCE.....									
115	51	7.1	MOMENCE YARD.... w	2.51	3.35	10.56	8.50	11.23				
	58	2.2	WICHERT.....									
86	60	4.1	ST. ANNE.....	2.36	3.22	10.38	8.35	11.07				
	64	3.5	PAPINEAU..... w	2.29	3.15	10.30	8.28	11.00				
	68	3.8	MARTINTON.....									
78	72	6.0	PITTSWOOD.....	2.19	3.05	10.16	8.17	10.49				
	77	2.1	WATSEKA.....	2.09	2.55	10.04	8.09	10.39	7.00	2.00	11.10	12.30
87	80	2.2	COALER..... c&w	2.03	2.49	9.58	8.03	10.31				12.01
	82	0.8	WOODLAND.....								10.31	
	83	5.5	WOODLAND JCT.....	1.43	2.34	9.38	7.43	10.11			10.21	11.30
	88	1.0	MILFORD.....	1.35			7.33					
	89	3.6	MILFORD JCT.....									
	93	1.5	CISSNA JCT.....									
118	94	5.0	WELLINGTON..... w	1.25			7.23					
	99	6.0	HOOPESTON.....	1.18			7.15					10.30
	106	1.9	ROSSVILLE.....									
90	107	4.1	ROSSVILLE JCT.... w	1.08			7.00					
	111	3.1	ALVIN.....	1.02								
	114	4.1	BISMARCK.....	12.58			6.47					
	118	4.7	WEST NEWELL.....	12.52			6.40					
	123	0.1	NORTH YARD.....	12.42			6.26					9.20
	123	0.3	DANVILLE.....	12.41 ¹⁰								
		1.3	CORY.....	12.40			6.23					9.15
	125	1.0	OAKLAWN.....									
		0.7	WALZ.....	12.35			6.18					9.05
	126		BREWER..... w	12.30			6.15		7.00			9.00
				AM	AM	AM	PM	PM	AM	AM	AM	PM
				LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE

DANVILLE instead of Brewer is district initial-terminal station for through first class schedules on Danville and Evansville Districts. See time of Westville District trains on page 16 as applying at North Yard and Danville.

EVANSVILLE DISTRICT—Northward

Train Order Stations	Distance from Chicago	Distance between Stations	TIME TABLE		FIRST CLASS									
			No. 11		96	92	8	90	10	94				
			January 2, 1939		Nashville Chicago Passenger	Dixie Limited	Chicago Express	Dixieland	Chicago Passenger	Dixie Flyer Mail				
STATIONS			Daily	Daily	Daily	Daily	Daily	Daily						
			ARRIVE AM	ARRIVE AM	ARRIVE PM	ARRIVE PM	ARRIVE PM	ARRIVE PM	ARRIVE AM					
.....	126.5	2.4	BREWER..... w 4.23	10.48	4.17	4.28	10.26	2.13						
.....	128.9	2.1	RILEYSBURG											
.....	131.0	3.3	GESSIE	10.42	4.11		10.21	2.07						
.....	134.3	2.6	PERRYSVILLE		4.07		f10.17							
.....	136.9	4.2	DICKASON	4.12	10.35	4.03	10.14	2.00						
DN	141.1	2.6	CAYUGA	4.07	10.29	s 3.56	4.15	f10.09	1.55					
.....	143.7	3.2	WALNUT GROVE..... w 4.04	10.22	3.51		10.05	1.51						
.....	146.9	4.5	NEWPORT	4.00	10.18	s 3.46	4.06	f10.01	1.47					
.....	151.4	1.9	WORTHY											
.....	153.3	1.3	MONTEZUMA			f 3.35								
DN	154.6	7.6	HILLSDALE	3.49	10.07	s 3.32	3.57	f 9.50	1.34					
.....	162.2	0.7	JACKSON..... c&w 3.40	9.58	3.20			9.42	1.24					
DN	162.9	1.4	CLINTON	3.32	9.56	s 3.12	3.50	s 9.37	s 1.16					
.....	164.3	3.0	LYFORD	3.28	9.52 ⁷⁹	3.06	3.46 ⁵⁸	9.32	1.10					
.....	167.3	4.6	ATHERTON	3.24	9.48	3.01	3.43	9.28	1.06					
DN	171.9	1.9	OTTER CREEK JCT.	3.19	9.42	2.55	3.39	9.24	1.00					
.....	173.8	2.7	DEWEY	3.16	9.39	2.52		9.21 ⁵²	12.57					
DN	176.5	0.8	HALEY	3.13	9.36	2.48	3.34	9.18	12.54					
.....	177.3	0.2	LOCUST STREET			2.46								
DN	177.5	0.8	TERRE HAUTE	s { 3.10 3.05 ⁹⁵	s { 9.33 9.28	s { 2.45 2.39	s 3.31	s { 9.15 9.00	s { 12.51 12.37					
D	178.3	1.9	POPLAR STREET	3.02	9.25	2.37	3.29	8.56	12.34					
.....	180.2	1.4	BAKER	2.59	9.22	2.34		8.52	12.30					
DN	181.6	7.4	SPRING HILL	2.57	9.20	2.32	3.26	8.50	12.27					
.....	189.0	3.2	PIMENTO	2.49 ⁵⁷	9.12	2.24	3.19	8.41	12.19					
.....	192.2	0.7	SEIFERT..... w 2.46	9.08	2.20	3.16	8.37	12.14 ⁹⁷						
DN	192.9	5.5	FARMERSBURG			2.19		f 8.35						
D	198.4	5.3	SHELBURN	2.39	9.01	2.13 ¹⁵⁸		8.28	12.07					
DN	203.7	5.6	SULLIVAN	2.33	s 8.53	s 2.06	3.06	s 8.21	12.01					
D	209.3	4.0	PAXTON..... w 2.27	8.45 ³⁴¹	1.56	3.00	8.12	11.54						
DN	213.3	6.7	CARLISLE	2.23	8.41 ⁴⁷	s 1.50	2.57	f 8.07	11.50					
DN	220.0	4.7	OAKTOWN	2.16	8.34	1.42	2.50 ¹	f 7.58	11.43					
DN	224.7	4.9	EMISON	2.11	8.29	1.37 ⁹¹	2.46	7.52	11.38					
.....	229.6	5.1	SMITH	2.05	8.23	1.29	2.41	7.46	11.32					
.....	234.7	1.7	VINCENNES	s 1.59	s 8.16	s 1.24	2.36	s 7.39	s11.26					
DN	236.4	4.6	ALICE..... c&w 1.52	8.10	1.16	2.33	7.24 ⁹³	11.13						
.....	241.0	5.4	PURCELL	1.45	8.02	1.07	2.24	7.09 ⁵¹	11.06					
.....	246.4	2.4	DECKER	1.39	7.56	1.01	2.19	7.03	11.00					
D	248.8	3.9	HAZLETON	1.34 ⁹⁷	7.51	12.56	2.15	f 6.58	10.55					
.....	252.7	2.8	MILLER	1.27	7.47	12.51	2.10 ⁹¹	6.53	10.50					
.....	255.5	2.9	PATOKA	1.23	7.43	12.47		6.49	10.47					
DN	258.4	0.7	GIBSON	1.20	7.40	12.44	2.03	6.46	10.44					
DN	259.1	3.8	PRINCETON	s 1.19	s 7.39	s12.43 ³⁶¹		s 6.45	10.43					
.....	262.9	2.5	KING	1.12	7.33	12.36	1.56	6.38	10.38					
.....	265.4	1.3	MT. VERNON JCT..... w											
DN	266.7	3.1	FORT BRANCH	1.07	7.28	s12.31		f 6.34	10.34					
D	269.8	6.7	HAUBSTADT	1.03	7.25	12.26	1.49	6.30	10.31					
D	276.5	7.3	INGLE	12.56	7.18 ⁹	12.19	1.42 ³⁶¹	6.23	10.24					
DN	283.8	0.8	WANSFORD	12.48	7.10	12.11	1.35	6.15	10.15					
.....	284.6	1.2	BELT YARD			12.10 ⁴⁷								
.....	285.8	1.5	UNION TRACK JCT.	12.43	7.07	12.08	1.32	6.12	10.12					
DN	287.3		EVANSVILLE	12.35	7.00	12.01	1.25	6.05	10.05					
			AM	AM	PM	PM	PM	PM	PM					
			LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE					

DANVILLE instead of Brewer is district initial-terminal station for through first class schedules on Danville and Evansville Districts.
 CLINTON—Train orders and time of trains apply at end of double track.
 POPLAR STREET—Train orders and time of trains apply at the first crossover to East track south of Poplar Street Yard Office. East track extends from first crossover south of Poplar Street Yard Office to Baker.
 BELT YARD—Train orders and time of trains apply at the main track switch, 900 ft. north of Morgan Ave., where trains leave and enter the yard.

EVANSVILLE DISTRICT—Northward

Sittings Car Capacity	Station Numbers	Distance between Stations	TIME TABLE No. 11 January 2, 1939	SECOND CLASS				THIRD CLASS				
				58	52	54			78	360		
				Dirlo Special Red Ball	Through Freight	Industry Red Ball			Local Freight	Local Freight		
			STATIONS	Daily	Daily	Daily			Daily Ex. Sunday	Daily Ex. Sunday		
				ARRIVE PM	ARRIVE PM	ARRIVE PM			ARRIVE PM	ARRIVE PM		
	126	2.4	BREWER.....w	5.00	11.50	11.59			1.30			
	129	2.1	RILEYSBURG.....									
	131	3.3	GESSIE.....	4.48	11.35	11.44						
	134	2.6	PERRYSVILLE.....									
94	137	4.2	DICKASON.....	4.39	11.20	11.33						
	141	2.6	CAYUGA.....	4.33	11.05	11.27						
68	144	3.2	WALNUT GROVE.....w	4.29	10.59	11.23						
	147	4.5	NEWPORT.....	4.24	10.49	11.18						
	151	1.9	WORTHY.....									
	153 ₂	1.3	MONTEZUMA.....									
	155	7.6	HILLSDALE.....	4.11	10.25	11.05						
58	162	0.7	JACKSON.....c&w		10.10	10.53						
	163	1.4	CLINTON.....	3.56	9.49	10.44			8.15			
90	164	3.0	LYFORD.....	3.46 ⁹⁰	9.43	10.39			8.05			
87	167	4.6	ATHERTON.....	3.29	9.37	10.34			7.55			
56	172	1.9	OTTER CREEK JCT....	3.19	9.29	10.28			7.45			
111	174	2.7	DEWEY.....	3.15	9.21 ¹⁰	10.24			7.40			
		0.8	HALEY.....	3.10	9.00	10.20			7.30			
	177	0.2	LOCUST STREET.....	3.05								
	178	0.8	TERRE HAUTE.....									
	179	1.9	POPLAR STREET.....	2.50	8.35	10.14						
56	180	1.4	BAKER.....	2.45	8.29	10.10						
90	182	7.4	SPRING HILL.....	2.41	8.24	9.54						
93	189	3.2	PIMENTO.....	2.32	8.14	9.45						
69	192	0.7	SEIFERT.....w	2.25	8.08	9.40				1.50		
	193	5.5	FARMERSBURG.....									
55	199	5.3	SHELBURN.....	2.13 ¹³	7.58	9.32				1.23		
72	204	5.6	SULLIVAN.....	1.46	7.50	9.25				1.12 ⁹¹		
62	209	4.0	PAXTON.....w	1.36	7.38	9.17				12.36		
77	214	6.7	CARLISLE.....	1.26 ⁹¹	7.31	9.12				12.21		
77	220	4.7	OAKTOWN.....	1.08	7.20	9.03				11.45		
76	225	4.9	EMISON.....	1.01	7.03 ⁹³	8.57				11.30		
80	229	5.1	SMITH.....	12.53	6.36 ⁵¹	8.49				11.20		
72	235	1.7	VINCENNES.....	12.45	6.23	8.42				11.10		
148	236	4.6	ALICE.....c&w	12.38	6.15	8.35				10.50 ³⁶¹		
41	241	5.4	PURCELL.....	12.23	5.46	8.25				10.21 ⁴⁷		
62	246	2.4	DECKER.....	12.15	5.35	8.18				10.00		
37	248	3.9	HAZLETON.....	12.08	5.27	8.13				9.46		
63	252	2.8	MILLER.....	12.02 ³⁶¹	5.17	8.07				9.37		
	255	2.9	PATOKA.....	11.55	5.12					9.30		
77	258	0.7	GIBSON.....	11.50	5.07	7.58 ⁵¹ 7.53 ⁹³				9.23		
	259	3.8	PRINCETON.....	11.48	5.04	7.41				9.18		
60	263	2.5	KING.....	11.38	4.57	7.35				8.50		
	266	1.3	MT. VERNON JCT....w									
59	267	3.1	FORT BRANCH.....	11.31 ⁴⁷	4.47	7.28				8.37		
32	270	6.7	HAUBSTADT.....	11.26	4.43	7.23				8.22		
65	276	7.3	INGLE.....	11.18	4.35 ¹	7.14				8.12		
84	284	0.8	WANSFORD.....	11.05	4.10	7.03				8.00		
	285	1.2	BELT YARD.....	11.00	4.05	7.00				7.55		
		1.5	UNION TRACK JCT....									
	287		EVANSVILLE.....									
				AM	PM	PM			AM	AM		
				LEAVE	LEAVE	LEAVE			LEAVE	LEAVE		

DANVILLE instead of Brewer is district initial-terminal station for through first class schedules on Danville and Evansville Districts.
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 POPLAR STREET—Train orders and time of trains apply at the first crossover to East track south of Poplar Street Yard Office. East track extends from first crossover south of Poplar Street Yard Office to Baker.
 BELT YARD—Train orders and time of trains apply at the main track switch, 900 ft. north of Morgan Ave., where trains leave and enter the yard.

ST. LOUIS DISTRICT—Southward

Train Order and Block Stations	Distance from Chicago	Distance between Stations	TIME TABLE No. 11 January 2, 1939	FIRST CLASS				SECOND CLASS				THIRD CLASS			
				23	123	21	121	65	165	61	63	573	173	75	
				The Silent Knight	So. Ill. Express	The Zipper	Egyptian Zipper	St. Louis Red Ball	South-western Special	Red Ball	Western M.dae. Red Ball	Mixed	Local Freight	Mixed	
				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Tuesday, Thursday, Saturday	
			STATIONS	LEAVE AM	LEAVE AM	LEAVE PM	LEAVE PM	LEAVE AM	LEAVE AM	LEAVE PM	LEAVE PM	LEAVE AM	LEAVE AM	LEAVE AM	
DNB	82.6		WOODLAND Jct.	1.56		1.25		12.13		2.42	8.45				7.40
DB	87.5	4.9	BRYCE	2.03				12.25		2.50	8.55				f 7.50
DNB	92.3	4.8	GOODWINE	2.09 ⁶⁴		1.33		12.35		2.57	9.03				f 8.03
DB	96.1	3.8	Fountain Creek	2.14				12.43		3.02	9.09				f 8.10
	99.8	3.7	HUSTLE	2.19				12.52		3.08	9.16				f 8.25
DNB	103.4	3.6	REILLY	2.24		1.42		1.00		3.13	9.28 ⁶²				f 8.35
DB	108.0	4.6	ELLIS	2.30				1.10		3.19	9.36				f 8.51 ⁶⁰
DNB	114.2	6.2	GERALD	2.39		1.51		1.26 ⁶⁴		3.36 ²²	9.49				f 9.15
DB	120.0	5.8	ROYAL	2.46		1.56		1.40		3.48	9.58				f 9.40
DNB	125.9	5.9	GLOVER	2.54		2.02		1.55		3.57	10.08				f 10.00
	129.1	3.2	TIPTON	2.59				2.03		4.02	10.13				f 10.10
DNB	136.5	7.4	BLOCK	3.09		2.12		2.18		4.12	10.25				f 10.30
DB	140.0	3.5	BONGARD	3.14				2.26		4.17	10.30				f 10.45
	143.9	3.9	V. G. TOWER	3.20				2.37		4.23	10.40				10.55
DNB	145.1	1.2	VILLA GROVE	s 3.25 s 3.35 ⁶⁵	3.50 ⁶⁵	s 2.21 s 2.25	s 2.35	{ 3.05 ²³ 4.05 ¹²³	4.10	{ 4.28 4.38	{ 10.45 11.01		7.00		11.05
	146.3	1.2	V. E.	3.38	3.52		2.36	4.08	4.16	4.40	11.06				
DB	148.9	2.6	WEST RIDGE	3.42	3.56		f 2.40								
	153.4	4.5	TUSCOLA	3.48	s 4.05	2.34	s 2.44	4.19							
DNB	153.5	0.1	T. Y. TOWER	3.49	4.06		2.48	4.24	4.31	4.50	11.23				
	155.5	2.0	CRAIGS		4.09		f 2.50								
DB	159.4	3.9	BOURBON	3.56	s 4.15		s 2.56	4.32		4.58					
DNB	164.7	5.3	ARTHUR	4.02	s 4.27	2.45	s 3.03	4.44	4.51	5.05	11.41				
DB	168.4	3.6	CADWELL	4.07	s 4.35		s 3.09			5.10					
	173.1	4.7	CHIPPS		4.40		f 3.15								
DNB	176.1	3.0	SULLIVAN	4.17	s 4.48	2.55	s 3.21	5.05	5.11	5.20	12.01				
	179.5	3.4	KIRKSVILLE		s 4.55		s 3.26								
	184.2	4.7	HALL	4.29	5.06		3.32	5.20	5.26	5.30	12.15				
	185.2	1.0	FINDLAY	4.30	s 5.10		s 3.34					7.00			
DNB	185.5	0.3	FINDLAY Jct.	4.31	5.11	3.04	s 3.35	5.22	5.31	5.34	12.18	7.04	10.30		
DB	191.8	6.3	WESTERVELT	4.40 ⁶⁰		3.10		5.32		5.43	12.29	s 7.20			
	194.3	2.5	HENTON									f 7.30			
DB	199.3	5.0	DOLLVILLE	4.50		3.17		5.46		5.53	12.42	s 7.40			
	204.7	5.4	PANA SIDING	4.58				6.01		6.02	12.50	7.50			
DNB	205.1	0.4	PANA	s 5.03		s 3.24		6.20		6.15	1.20	s 8.30			
	209.5	4.4	ROSAMOND												
	213.5	4.0	OHLMAN												
DN	218.2	4.7	NOKOMIS												
	222.9	4.7	WITT												
	227.4	4.5	IRVING												
DN	232.4	5.0	HILLSBORO												
	243.2	10.8	JOAN												
DN	252.9	9.7	LIVINGSTON												
	265.9	13.0	GARD												
	273.8	7.9	HOME												
D	275.1	1.3	Mitchell Yard					10.00		9.30	4.30	2.00			
DN	275.7	0.6	LENOX	6.29											
	276.2	0.5	MITCHELL												
	278.7	2.5	NAMEOKI												
	281.3	2.6	GRANITE CITY	s 6.44		4.30									
	288.9	7.6	Washington Ave.	s 7.03		4.48									
DN	290.4	1.5	ST. LOUIS	7.14		5.00		12.30			9.00				
				AM	AM	PM	PM	PM	AM	PM	AM	PM	AM	AM	AM
				ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE

Between Pana and Granite City trains will use Big 4 current time table.
 Between Granite City and St. Louis use TRRA current time table and instructions.
 See Rule 4—Page 23

FINDLAY JCT—Train orders and time of trains apply at end of double track.

ST. LOUIS DISTRICT—Northward

Stidings Car Capacity	Station Numbers	Distance between Stations	TIME TABLE No. 11 January 2, 1939	FIRST CLASS				SECOND CLASS			THIRD CLASS			
				124	24	122	22	60	62	64	574	74	172	164
				Chicago Express	The Silent Knight	Egyptian Zipper	The Zipper	Red Ball	Western Red Ball	Mdse. Special	Mixed	Mixed	Local Freight	South-western Red Ball
				STATIONS	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Monday, Wednesday, Friday	Daily Ex. Sunday	Daily
			ARRIVE AM	ARRIVE AM	ARRIVE PM	ARRIVE PM	ARRIVE AM	ARRIVE PM	ARRIVE AM	ARRIVE PM	ARRIVE AM	ARRIVE PM	ARRIVE PM	
83		4.9	WOODLAND Jct.	4.45		4.02	9.38	10.11	2.34		10.21			
80	C 88	4.8	BRYCE	4.39			9.28	10.02	2.24		f10.10			
90	C 92	3.8	GOODWINE	4.34		3.54	9.19	9.52	2.09 ²³		f10.00			
88	C 96	3.7	Fountain Creek	4.29			9.12	9.45	1.55		f 9.45			
78	C100	3.6	HUSTLE	4.25			9.05	9.38	1.49		f 9.30			
70	C103	4.6	REILLY	4.21		3.45	8.59	9.28 ⁶³	1.43		f 9.15			
89	C108	6.2	ELLIS	4.16		3.41	8.51 ⁷⁵	9.07	1.36		f 9.00			
81	C114	5.8	GERALD	4.07		3.36 ⁶¹	8.40	8.57	1.26 ⁶⁵		f 8.47			
77	C120	5.9	ROYAL	3.58		3.31	8.29 ⁷⁴	8.48	1.17		f 8.29 ⁶⁰			
85	C126	3.2	GLOVER	3.51		3.26	8.18	8.37	1.08		f 8.08			
	C129	7.4	TIPTON	3.46			8.12	8.31	1.03		f 7.55			
80	C136	3.5	BLOCK	3.37		3.16	7.57	8.16	12.51		f 7.40			
77	C140	3.9	BONGARD	3.33		3.13	7.50	8.08	12.45		f 7.30			
	C143	1.2	V. G. TOWER	3.28			7.40	7.59	12.38		7.18			
	C145	1.2	VILLA GROVE	2.30	s 3.25 s 3.10	s 2.45	s 3.07 s 3.03	s 7.35 s 6.30	s 7.55 s 6.55	s 12.35 s 11.55	7.15	5.10	10.40	
		2.6	V. E.	2.19		2.39	2.59	6.22	5.52	11.48			10.01	
	C149	4.5	WEST RIDGE	2.14		f 2.36			5.42	11.43				
	C153	0.1	TUSCOLA	2.08	s 2.08	s 2.30	2.52							
65	C154	2.0	T. Y. TOWER	2.05		2.29		6.10	5.29	11.33				
	C156	3.9	CRAIGS			f 2.26								
	C159	5.3	BOURBON	1.53	s 1.53	s 2.22			5.16	11.20				
68	C165	3.6	ARTHUR	1.45	s 1.45	s 2.14	2.41	5.50	5.06	11.11				
	C168	4.7	CADWELL	1.37	s 1.37	s 2.08			4.58	11.03				
	C173	3.0	CHIPPS			f 2.02								
97	C176	3.4	SULLIVAN	1.24	s 1.24	s 1.58	2.31	5.30	4.44	10.50				
	C180	4.7	KIRKSVILLE	1.15	s 1.15	s 1.50								
	C184	1.0	HALL	1.07	s 1.07	s 1.44	2.22	5.10	4.26	10.30				
	C185	0.3	FINDLAY	1.01	s 1.01	s 1.42					1.40			
	C186	6.3	FINDLAY Jct.	12 59		1.40	2.21	4.58	4.23	10.27	1.25	2.45	8 10	
90	Y192	2.5	WESTERVELT			2.06	2.16	4.40 ²³	4.13	10.16	s 1.08			
	Y194	5.0	HENTON								f12.58			
90	Y199	5.4	DOLLVILLE			1.57	2.09	4.14	3.58	10.04	s12.48			
64	Y204	0.4	PANA SIDING			1.51		4.02	3.47	9.47	12.32			
	Y205	4.4	PANA		s 1.50		s 2.03	4.00	3.45	9.45	s12.30			
	Y209	4.0	ROSAMOND											
62	Y213	4.7	OHLMAN											
66	Y218	4.7	NOKOMIS											
103	Y222	4.5	WITT											
55	Y227	5.0	IRVING											
93	Y232	10.8	HILLSBORO											
	Y243	9.7	JOAN											
70	Y253	13.0	LIVINGSTON											
71	Y266	2.9	GARD											
		1.3	HOME											
	Y276	0.6	Mitchell Yard					2.00	1.15	7.45	8.00			
		0.5	LENOX			12.34								
		2.5	MITCHELL				12.59							
	Y279	2.6	NAMEOKI											
	Y282	7.6	GRANITE CITY			12.28								
		1.5	Washington Ave.			12.09								
	Y290		ST. LOUIS			12.01			10.00	5.30				
				AM	AM	PM	PM	AM	AM	PM	AM	AM	PM	PM
				LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	

Between Pana and Granite City trains will use Big 4 current time table.
 Between Granite City and St. Louis use TRRA current time table and instructions.
 See Rule 4—Page 23.

FINDLAY JCT—Train orders and time of trains apply at end of double track.

SALEM DISTRICT—Southward

Train Order Stations	Distance from Chicago	Distance between Stations	TIME TABLE No. 11 January 2, 1939	FIRST CLASS			SECOND CLASS		THIRD CLASS					
				125	123	121	165	185	177	175	173	181	183	
				Local Passenger	So. Ill. Express	Egyptian Zipper	South-western Special	C.B.&Q. Freight No. 70	Local Freight	Local Freight	Local Freight	Mixed	C.B.&Q. Freight No. 92	
				Daily	Daily	Daily	Daily	Daily	Monday, Wednesday, Friday	Monday, Wednesday, Friday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	
			STATIONS	LEAVE AM	LEAVE AM	LEAVE PM	LEAVE AM	LEAVE PM	LEAVE AM	LEAVE AM	LEAVE AM	LEAVE AM	LEAVE AM	
DN	185.5		FINDLAY JCT.....		5.11	3.35	5.31							
.....	192.8	7.3	FAIR GROUND.....w		5.21	3.45								
.....	193.9	1.1	SHELBYVILLE.....	s	5.25	3.48								
.....	198.4	4.5	BAXTER.....	f	5.31	3.56								
D	200.1	1.7	CLARKSBURG.....	s	5.38	3.59						1.16 ¹²²		
DN	204.5	4.4	MODE.....	s	5.51	4.06	6.19							
.....	208.1	3.6	HOLLAND.....	f	5.56	4.12								
.....	212.9	4.8	MOCCASIN.....	f	6.02	4.19								
D	218.9	6.0	ALTAMONT.....	s	6.19	4.32	6.53							
DN	224.4	5.5	S. X. TOWER.....w		6.27	4.40	7.03							
.....	224.6	0.2	ST. ELMO.....	s	6.30	4.41								
.....	229.7	5.1	ST. JAMES.....	f	6.38	4.49	7.14							
D	233.2	3.5	LOOGOOTEE.....	s	6.45	4.54								
D	235.7	2.5	ST. PETER.....	s	6.52	4.58	7.24							
.....	242.4	6.7	KINMUNDY.....	s	7.02	5.10								
DN	242.7	0.3	K. J. TOWER.....		7.03	5.11	7.39							
.....	248.2	5.5	BRUBAKER.....	f	7.10	5.18	7.47							
DN	252.1	3.9	SALEM YARD.....w		7.24	5.23 ¹⁶⁴	8.10			9.01	3.00			
.....	253.8	1.7	SALEM.....	s	7.33	5.34								
DN	254.1	0.3	S. A. TOWER.....		7.35	5.35	10.40							
.....	260.0	5.9	CARTTER.....	s	7.45	5.43								
D	263.3	3.3	KELL.....	s	7.51	5.49	11.00							
.....	267.2	3.9	TEXICO.....	s	8.01	5.55	11.13 ¹²²							
.....	275.7	8.5	MT. VERNON.....w	s	8.17	6.08	11.32 ¹⁷⁴			11.01 ¹²²				
DN	276.2	0.5	V. N. TOWER.....		8.19	6.10	11.35 ¹⁷⁵			11.32 ¹⁶⁵				
.....	283.7	7.4	BONNIE.....	s	8.30	6.21								
D	287.2	3.5	INA.....	s	8.37	6.27	11.55			1.25 ¹⁶⁴				
.....	291.7	4.5	WHITTINGTON.....	s	8.44	6.35								
DN	298.0	6.3	BENTON.....	s	8.56 ¹⁷⁴	6.47	12.15			1.50				
DN	305.0	7.0	WEST FRANKFORT c&w	s	9.11	6.59	12.35 ¹⁶⁴		7.05	2.45				
D	310.7	5.7	JOHNSTON CITY.....	s	9.28	7.08								
.....	311.3	0.6	BARLOW.....		9.30	7.10	1.05							
DN	316.6	5.3	MARION.....	s	9.43	7.22			7.54					
.....	316.9	0.3	MARION SIDING.....		9.49 ¹²²	7.23	1.35 ¹⁷⁶							
.....	321.8	4.9	HUDGENS.....	f	9.56	7.31	1.43							
DN	324.0	2.2	NEILSON.....	f	10.00	7.35	1.47	3.35		8.10			11.25 ¹⁶⁴	
DN	329.3	5.3	GOREVILLE.....w	s	10.09	7.45 ¹²⁴	2.01		8.28 ¹⁸⁴				11.45 ¹⁷⁶	
.....	334.0	4.7	OMAR.....		10.17	7.53	2.10		9.28 ¹²²					
.....	336.4	2.4	BUNCOMBE.....	s	10.22	7.58								
.....	339.7	3.3	WEST VIENNA.....	s	10.27	8.04								
DN	339.8	0.1	W. V. TOWER.....		10.28	8.05	2.22	4.15	9.44					12.15
.....	340.8	1.0	BRUCE.....		10.30	8.07	2.24							
D	345.3	4.5	CYPRESS.....c&w		10.40	8.15	2.45		10.40 ¹²³			10.40 ¹²³		
.....	347.6	2.3	JOPPA JCT.....		10.47		2.49					10.52 ¹⁷⁷		
.....	351.1	3.5	PERKS.....	f	10.55									
.....	356.5	5.4	ULLIN.....	s	11.07		3.04							
DN	362.8	6.3	TAMMS.....	s	11.22									
.....	365.0	2.2	DAWLEYS.....		11.26									
D	369.3	4.3	OLIVE BRANCH.....	s	11.35		3.41							
D	378.0	8.7	THEBES.....w		11.52		4.10		1.08					
.....	379.7	1.3	GALE JCT.....											
.....	380.3	0.6	NORTH JCT.....											
DN	394.4	14.1	CHAFFEE.....				7.00							
				AM	AM	PM	PM	PM	PM	PM	PM	AM	PM	ARRIVE

FINDLAY JCT—Train orders and time of trains apply at end of double track.
 SALEM YARD—Train orders and time of southward trains apply at train order signal.
 CYPRESS—Train orders for and time of No's 180 and 181 apply at train order signal. No. 180 will pull by train order signal to discharge passengers on station platform.
 THEBES—Train orders and time of trains apply at train order signal.

SALEM DISTRICT—Northward

Stings Car Capacity	Station Numbers	Distance between Stations	TIME TABLE No. 11 January 2, 1939	FIRST CLASS		SECOND CLASS	THIRD CLASS						
				122	124	184	164	180	174	176	172		186
				Egyptian Zipper	Chicago Express	C.B.&Q. Freight No. 73	South-western Red Ball	Mixed	Local Freight	Local Freight	Local Freight		C.B.&Q. Freight No. 91
STATIONS			Daily	Daily	Daily	Daily	Daily Ex. Sunday	Tuesday, Thursday, Saturday	Tuesday, Thursday, Saturday	Daily Ex. Sunday	Daily Ex. Sunday		
			ARRIVE PM	ARRIVE AM	ARRIVE AM	ARRIVE PM	ARRIVE AM	ARRIVE PM	ARRIVE PM	ARRIVE PM	ARRIVE PM		
69	C186	7.3	FINDLAY JCT.....	1.40	12.59		8.10						
	C193	1.1	FAIR GROUND.....w	1.30	12.49								
	C194	4.5	SHELBYVILLE.....s	1.28	12.47						2.05		
	C198	1.7	BAXTER.....f	1.18	12.33								
64	C200	4.4	CLARKSBURG.....s	1.16 ¹⁷³	12.30 ¹⁷²						1.16 ¹²²		
70	C205	3.6	MODE.....s	1.08	12.20		6.40						
	C208	4.8	HOLLAND.....f	1.02	12.10								
86	C213	6.0	MOCCASIN.....s	12.54	12.03								
60	C219	5.5	ALTAMONT.....s	12.42	11.50								
60	C223	0.2	S. X. TOWER.....w	12.33	11.42		6.05						
	C224	5.1	ST. ELMO.....s	12.32	11.41								
68	C230	3.5	ST. JAMES.....s	12.22	11.29								
	C233	2.5	LOGOOTE.....s	12.16	11.25								
68	C236	6.7	ST. PETER.....s	12.11	11.18								
	C242	0.3	KINMUNDY.....s	11.59	11.05								
75		5.5	K. J. TOWER.....	11.57	11.01		5.45						
	C248	3.9	BRUBAKER.....f	11.49	10.51								
	C252	1.7	SALEM YARD.....w	11.43	10.41		5.23 ¹²¹ 3.20		2.15		9.10		
	C254	0.3	SALEM.....s	11.35	10.26								
108		5.9	S. A. TOWER.....	11.33	10.18								
	C260	3.3	CARTTER.....s	11.25	10.10								
100	C263	3.9	KELL.....s	11.20	10.06								
102	C267	8.5	TEXICO.....s	11.13 ¹⁶⁵	9.59								
75	C276	0.5	MT. VERNON.....w	11.01 ¹⁷⁴	9.45 ¹⁷⁵		1.55		11.32 ¹⁶⁵ 11.01 ¹²²				
		7.4	V. N. TOWER.....	10.57	9.38								
	C284	3.5	BONNIE.....s	10.47	9.29								
101	C287	4.5	INA.....s	10.42	9.22		1.25 ¹⁷⁵						
	C292	6.3	WHITTINGTON.....s	10.35	9.12								
77	C298	7.0	BENTON.....s	10.26	9.01		12.59		8.56 ¹²³				
77	C305	5.7	WEST FRANKFORT c&w	10.13	8.41		12.35 ¹⁶⁵		8.01		2.30		
	C311	0.6	JOHNSTON CITY.....s	10.03	8.27								
63	C312	5.3	BARLOW.....	10.00	8.23		11.55						
	C317	0.3	MARION.....s	9.51	8.12								
42	C318	4.9	MARION SIDING.....	9.49 ¹²³	8.08		11.39				1.35 ¹⁶⁵		
64	C322	2.2	HUDGENS.....f	9.40	8.01								
	C324	5.3	NEILSON.....f	9.36	7.56	8.50	11.25 ¹⁸³			12.10		5.40	
71	C329	4.7	GOREVILLE.....w	9.28 ¹⁷⁷	7.45 ¹²¹	8.28 ¹⁷⁷	11.15			11.45 ¹⁸³			
76	C333	2.4	OMAR.....	9.19	7.31								
	C336	3.3	BUNCOMBE.....f	9.15	7.26								
	C340	0.1	WEST VIENNA.....f	9.10	7.16								
		1.0	W. V. TOWER.....	9.09	7.14	8.05	10.50			11.05		4.50	
67	C341	4.5	BRUCE.....	9.07	7.12								
61	C345	2.3	CYPRESS.....c&w	9.00	7.02		10.40 ¹²³	9.15 ¹⁸¹		10.40 ¹²³			
	C348	3.5	JOPPA JCT.....	8.50	6.51			9.05 ¹⁷⁶		10.35 ¹⁸¹			
	C351	5.4	PERKS.....		6.44								
56	C357	6.3	ULLIN.....		6.32								
46	C363	2.2	TAMMS.....		6.18								
	C365	4.3	DAWLEYS.....		6.10								
33	C369	8.7	OLIVE BRANCH.....		6.05								
	C378	1.3	THEBES.....w		5.50		8.30			9.20			
		0.6	GALE JCT.....										
		14.1	NORTH JCT.....										
	C394		CHAFFEE.....				7.30						
				AM	PM	AM	AM	AM	AM	AM	AM	PM	
				LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	

FINDLAY JCT—Train orders and time of trains apply at end of double track.
 SALEM YARD—Train orders and time of southward trains apply at train order signal.
 CYPRESS—Train orders for and time of No's 180 and 181 apply at train order signal. No. 180 will pull by train order signal to discharge passengers on station platform.
 THEBES—Train orders and time of trains apply at train order signal.

Southward—WESTVILLE DISTRICT—Northward

THIRD CLASS		FIRST CLASS			Train Order and Block Stations	Distance from Chicago	Distance between Stations	TIME TABLE No. 11 January 2, 1939	Station Numbers	Sittings Car Capacity	FIRST CLASS		THIRD CLASS	
87	77	‡239	121	‡237							‡238	122	86	76
Local Freight	Local Freight	Miner Train	Egyptian Zipper	Miner Train							Miner Train	Egyptian Zipper	Local Freight	Local Freight
Tuesday, Thursday, Saturday	Daily Ex. Sunday	Daily Ex. Sunday and Holidays	Daily	Daily Ex. Sunday and Holidays			STATIONS			Daily Ex. Sunday and Holidays	Daily	Tuesday, Thursday, Saturday	Daily Ex. Sunday	
LEAVE AM	LEAVE AM	LEAVE PM	LEAVE PM	LEAVE AM						ARRIVE PM	ARRIVE PM	ARRIVE AM	ARRIVE PM	
			12.30			123.2	DANVILLE.....	123			4.30			
	7.10		12.33		DNB	123.1	0.1 NORTH YARD.....w				4.26		1.30	
	7.15		12.35	5.40		123.6	0.5 RILEY TRACK.....			4.10	4.24		1.25	
	7.30		s12.45	s 5.57	DB	128.8	5.2 GRAPE CREEK.....w	W129	38	s 3.52	s 4.15		1.12	
	7.45		s12.53	s 6.10		132.4	3.6 WESTVILLE.....	W132		s 3.40	s 4.07		1.00	
	7.55		12.54 ⁷⁶	6.11	DNB	132.8	0.4 W. R. TOWER.....			3.38	4.04		12.54 ¹²¹	
			f12.58			135.5	2.7 STEELTON.....	W136			f 4.00			
		3.10	12.59			136.1	0.6 PEABODY JCT.....				3.59		11.52	
		3.15		6.45		136.8	0.7 BUNSEN SWITCH....			3.30	3.58			
	8.05		f 1.02			137.7	0.9 RIOLA.....	W137			f 3.56		11.48	
	8.15		s 1.09		D	142.1	4.4 INDIANOLA.....	W142	48		s 3.49		11.40	
			f 1.14			145.3	3.2 SCONCE.....	W145			f 3.44			
9.20	8.27		1.15			145.6	0.3 SIDELL JCT.....w	W141			3.43	9.45	11.27	
9.21	8.28		1.16			146.0	0.4 SIDELL SIDING....		48		3.42	9.41	11.26	
9.25	8.40		s 1.17		D	146.5	0.5 SIDELL.....	W146			s 3.41	9.40	11.25	
	8.50		f 1.22			150.1	3.6 HASTINGS.....	W150			f 3.35		11.10	
	9.00		s 1.26		D	152.6	2.5 ALLERTON.....	W153			s 3.31		11.05	
	9.10		s 1.31		D	155.7	3.1 BROADLANDS.....	W156	64		s 3.26		10.56	
	9.20		s 1.39		D	159.7	4.0 LONGVIEW.....	W160			s 3.19		10.46	
	9.30		s 1.43		D	161.9	2.2 FAIRLAND.....	W162			s 3.15		10.41	
	9.37		1.50			164.9	3.0 VILLA GROVE JCT... VILLA GROVE.....w	C144 C145			3.10		10.35	
	9.55		s 1.55		DN	165.2	0.3				s 3.08		10.30	
AM	AM	PM	PM	AM						PM	PM	AM	AM	
ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE						LEAVE	LEAVE	LEAVE	LEAVE	

‡—Indicates trains will not be operated on New Years, April 1st, Memorial, Independence, Labor, Armistice, Thanksgiving and Christmas Days, or on Monday following when any of these holidays fall on Sunday.

See rule 1 page 21 and rule 6 page 23.

No. 77 is superior to No. 76 and No. 86.

No. 87 is superior to No. 86.

No. 122 is superior to No. 238.

Nos. 237, 238 and 239 lose right and schedule when one hour late.

Nos. 237 and 238 make regular stops at Main St., Griffin St., in Danville and at Rileysburg road, Brookside and Kelley No. 1.

PASSENGER TRAINS—SPECIAL STOPS

- No. 1—Koster on signal daily, except Sunday to receive or discharge revenue passengers.
Wichert daily, except Sunday to receive or discharge revenue passengers.
Pimento daily except Sunday to load or unload parcel post mail.
At all flag stops to load or unload parcel post mail or express.
- No. 8—Farmersburg to load and unload express and receive parcel post.
Wellington Friday and Saturday to receive revenue passengers for Englewood and Chicago.
Alvin to discharge revenue passengers from Danville and regular stops and to receive revenue passengers for Hoopston and regular stops.
Martinton and Papineau to receive revenue passengers for Englewood and Chicago.
- No. 9—South Holland, Thornton, Glenwood, Crete, Papineau, Martinton, Pittwood, Milford, Cayuga, Carlisle and Fort Branch to discharge revenue passengers from Chicago, 47th Street and Englewood.
Wellington and Rossville on Monday mornings to discharge revenue passengers from Chicago, 47th Street and Englewood.
Cayuga to receive revenue passengers for regular stops.
- No. 10—Bismarek, Alvin and Wellington to dispatch U. S. mail.
Woodland to discharge revenue passengers from Danville and stations south and receive revenue passengers for Englewood, 47th Street and Chicago.
- No. 12—Crete, Steger, Heights Yard, Glenwood, Thornton and South Holland on holidays but not on Sundays, to discharge revenue passengers and receive revenue passengers for regular and conditional stops.
Woodland to discharge revenue passengers from Danville and to receive revenue passengers for Englewood, 47th Street and Chicago.
- No. 21—Tuscola to receive revenue passengers for St. Louis.
Sullivan to discharge revenue passengers from Chicago and Englewood, and receive revenue passengers for St. Louis.
Hillsboro, regular stop.
Washington Ave., to discharge revenue passengers from regular and conditional stops, Sullivan and north.
- No. 22—Washington Ave., to receive passengers for Sullivan and regular and conditional stops north.
Hillsboro regular stop.
Sullivan to discharge revenue passengers from St. Louis, and receive revenue passengers for Englewood and Chicago.
Tuscola to discharge revenue passengers from St. Louis.
Chicago Heights to discharge revenue passengers from St. Louis, Hillsboro, Pana, Villa Grove and for revenue passengers from stations served by No. 122.
- No. 23—47th Street, Chicago Heights, Momence and Watseka to receive revenue passengers for Villa Grove and Pana and schedule stops south of Pana also to receive revenue passengers using train No. 123 from Villa Grove.
Glover to receive revenue passengers for St. Louis and to discharge revenue passengers from Chicago and Englewood.
Glover to receive revenue passengers for Southern Illinois stations transferring to No. 123 at Villa Grove.
Tuscola, Arthur, Sullivan and Findlay, to receive revenue passengers for Pana and scheduled stops south of Pana.
Nokomis and Witt, to discharge revenue passengers from Chicago and Englewood and to receive revenue passengers for St. Louis, Hillsboro, regular stop.
Livingston to discharge revenue passengers from Chicago and Englewood.
Mitchell Yard, to discharge employes and company material and handle Railroad mail.

- No. 24—Granite City, to receive revenue passengers for Watseka, Momence, Chicago Heights, Englewood and Chicago.
Hillsboro, regular stop.
Witt and Nokomis to discharge revenue passengers from St. Louis.
Livingston, Witt and Nokomis, to receive revenue passengers for Englewood and Chicago.
Findlay, to discharge revenue passengers from St. Louis and Hillsboro.
Sullivan, regular stop daily except Sunday. Sunday to discharge revenue passengers from St. Louis, Hillsboro and Pana.
Arthur and Tuscola, to discharge revenue passengers from St. Louis, Hillsboro and Pana.
Glover to discharge revenue passengers from St. Louis and from Southern Illinois stations transferring from No. 124 at Villa Grove.
Glover to receive revenue passengers for Englewood and Chicago.
Watska, and Momence to discharge revenue passengers from Villa Grove, Pana, Hillsboro, Granite City and St. Louis, and from stations Thebes to Tuscola inclusive, using train No. 124 to Villa Grove.
47th Street to discharge revenue passengers from St. Louis.
- Nos. 74 and 75 Rutherford to discharge or receive passengers.
- No. 90—Vincennes to discharge revenue passengers from south of Evansville and to receive revenue passengers for Englewood and Chicago.
- No. 91—Vincennes to receive revenue passengers for south of Evansville.
- No. 92—At any station Fort Branch to Chicago Heights inclusive and 47th Street to discharge revenue passengers from south of Evansville.
Clinton to receive revenue passengers for Detroit, Michigan, via Danville and Wabash Railway.
Clinton and Milford to receive revenue passengers for Englewood and Chicago.
- No. 93—Chicago Heights to receive revenue passengers for Evansville and south.
Watska to discharge revenue passengers from Chicago and Englewood and to receive revenue passengers for regular stops.
Hoopston to discharge revenue passengers from Chicago and Englewood and to receive revenue passengers for Evansville and south.
Clinton and Sullivan to discharge revenue passengers from Chicago and Englewood.
Princeton to discharge revenue passengers from Chicago and Englewood and receive revenue passengers for Nashville and south.
- No. 94—At any station, Fort Branch to Chicago Heights inclusive and 47th Street to discharge revenue passengers from south of Evansville.
- No. 95—Chicago Heights, Momence, Watseka and Hoopston to receive revenue passengers for points south of Evansville.
Princeton to receive revenue passengers for Nashville and south.
- No. 96—At any station, Fort Branch to Chicago Heights inclusive and 47th Street to discharge revenue passengers from south of Evansville.
Sullivan to receive revenue passengers for Englewood and Chicago.
- No. 97—Chicago Heights to discharge revenue passengers from Chicago and Englewood and to receive revenue passengers for regular stops.
Momence and Princeton to discharge revenue passengers from Chicago and Englewood.
Watska and Hoopston to discharge revenue passengers from Chicago and Englewood and to receive revenue passengers for Danville, Terre Haute, Vincennes, Evansville and points south of Evansville.
Hoopston daily except Sunday to receive U. S. mail.
Clinton to discharge revenue passengers from Chicago and Englewood and to receive revenue passengers for Evansville and south.
- Nos. 121 and 122—Duvall, Bakerville, Spillertown, and Lake Arcadia to receive or discharge revenue passengers.
- No. 123—Stations south of Villa Grove to discharge revenue passengers from north of Villa Grove, and stations south of Findlay to discharge revenue passengers from north of Findlay.
West Ridge, to receive revenue passengers for Salem and south.
St. James on signal to load or unload express.
Lake Arcadia, Dawleys, Clank, Fayville and Ferry Landing to receive or discharge revenue passengers.
Perks on notice from Postal Clerk to dispatch parcel post.
- No. 124—Dawleys, Clank, Fayville, Ferry Landing and Lake Arcadia to receive or discharge revenue passengers.
Stations south of Findlay to receive revenue passengers for regular stops north of Findlay.
- No. 573—(Will handle passengers, baggage and express to and from stations
No. 574—(Pana to Findlay inclusive, spotting caboose at platforms.

RULE— GENERAL INSTRUCTIONS

- 1—DOUBLE TRACK IS OPERATED between Yard Center and Clinton. V. G. Tower and Findlay Jct.
- 2—At junction points, the line of lesser importance is the auxiliary line when calling in a flagman. See rules 14d, e, f and g, Book of Rules. At Woodland Jct., the St. Louis District is the auxiliary line. At Villa Grove the Westville District is the auxiliary line. At Findlay Jct., the Salem District is the auxiliary line.
- 3—When necessary to transmit train orders to a train at a point where there is no operator on duty or at a telephone booth, such train orders must be copied by the conductor or engineman. When practicable, copy of such orders will be delivered to the train at first open train order office.
- 4—Cars containing explosives and inflammables are protected by placards carrying specific instructions for handling as required by law. The regulations for transportation of explosives and other dangerous articles are published in pamphlet form and may be had on application. Employees whose duties are prescribed by such rules must provide themselves with a copy and be governed thereby.
- 5—Air hose may be pulled apart on freight cars when train line is not charged. When train line is charged, both angle cocks must be closed and hose uncoupled by hand. Hose connections between passenger cars, or between engines or engines and cars, must not be pulled apart.
- 6—Trains must be inspected at each opportunity, giving careful attention to journals, brake and draft rigging.
- 7—Conductor notify postal clerk on train when cars are picked up containing storage or other U. S. mail.
- 8—Look out for camp cars, tool and caboose cars parked on station or storage tracks. Handle carefully to avoid personal injury, or damage to property.
- 9—Between Yard Center and Evansville, a message from chief train dispatcher is authority for inferior trains to run ahead of, but not against superior trains.
- 10—Passengers must be handled to and from passenger trains on the station platform. If coaches do not reach platform when train stops to load or unload mail and express, second stop will be made.

11—SPEED RESTRICTIONS:

- a—Speed restrictions apply to entire train between points restricted.
- b—Except as otherwise restricted, trains and engines must not exceed speed as follows:

	Passenger Miles per hour	Freight Miles per hour
Yard Center to Evansville.....	80	50
Woodland Jct. to Pana.....	80	50
Findlay Jct. to Goreville.....	50	45
Goreville to Cypress.....	40	40
Cypress to Tamms.....	30	30
Tamms to Thebes.....	40	40

Engines light in forward movement: Passenger 45 miles per hour.
Freight 35 miles per hour.
Engines in back-up movement with or without cars 30 miles per hour.

Dismantled locomotives towed in train: When main rods are removed, 25 miles per hour, when main rods and part or all of the side rods are removed, 20 miles per hour.
Engines without engine truck 20 miles per hour.

All Mine Branches 20 miles per hour.

Trains handling Steam Derrick, Pile Driver, Locomotive Crane and Ditcher:

Yard Center to Evansville, Woodland Jct. to Pana 35 miles per hour, except around curves 25 miles per hour.

Findlay Jct. to Cypress 25 miles per hour, except around curves 20 miles per hour.

Cisna Jct. to Goodwine, Sidell Branch, Westville to Villa Grove Jct. and Cypress to Thebes 20 miles per hour, except around curves 15 miles per hour.

Danville to Westville, Brazil and Mt. Vernon Branches 15 miles per hour, except around curves 10 miles per hour.

On other Branch Lines 10 miles per hour.
Handle in rear of train.

- c—Trains must be under control when starting onto bridges over which speed is restricted and the use of air brakes must be avoided while engine or train is on the bridge. Only sufficient steam should be worked to maintain the permissive speed while engines are on such bridges.
- d—Reduce speed for train order signal indicating caution to permit forward and rear to catch hoop.
- e—Permanent speed restriction signals are placed at various points in advance of restricted territory. These signals show in black numerals the speed to be observed until entire train has passed the resume speed signal, which shows in white the letters "R. S." Where two restrictions are shown, the first applies to passenger trains and the second to freight trains.

12—STREET AND HIGHWAY CROSSINGS:

- a—Trains or engines switching over street or highway crossings must have a trainman to protect crossing before coupling or shoving cars over it unless crossing is protected by crossing watchman or gates at the time movement is made.
- b—When a train, or any part of a train, is standing where it will obscure the view of highway traffic at crossings not protected by a watchman or by gates, a member of the crew must protect traffic over the crossing against the movement of trains and engines on adjacent tracks, selecting the most important crossings when they cannot protect all crossings.
- c—Cars must not be left nearer than 60 feet from center of Highway Crossing or Streets on each side to prevent obstructing the view, and when there is room leave a space of at least two car lengths from the crossing to the car.
- d—When traffic on a highway is obstructed as result of railroad accident or for other reasons for which railroad is responsible, traffic on such highway must be protected by trainmen who may call on other employes or outsiders if necessary to assist.
- e—Automatic flashing light and wig wag signals are in service at some streets and highways. Signals are operated automatically when a main track movement approaches the crossing from either direction. The point at which the operation starts is located far enough from crossing to insure that signals will operate about twenty-five seconds before the fastest train reaches the crossing. After a train or engine has passed over the crossing, signals discontinue operation if no other movement is closely approaching. If stop is made with front or rear end on crossing, a member of the crew must protect highway traffic unless he observes the signals are operating.

When a main track movement has passed over a crossing protected by these signals and has stopped with the rear of train a short distance beyond the crossing, reverse movement must not be made to foul crossing unless protected by a member of the crew, in accordance with the first paragraph of this rule.

In general, signals are connected so as to indicate for main track movements only. However, short sections of some auxiliary tracks are bonded, to cause the signals to operate if a car or engine on the auxiliary track obstructs the crossing or is closely approaching it.

Where automatic operation is not practicable the signals are operated manually by watchmen stationed at or near crossing.

Employes must observe the operation of these signals and report promptly to chief train dispatcher any improper conditions.

In case of accident at a crossing involving street or highway traffic, employes must observe the operation of these signals and include that item in their reports.

13—RAILROAD CROSSINGS:

- a—Freight trains must not stop or stand on railroad crossings while doing work; they must clear or cut crossings.
- b—At Railroad Crossings not interlocked:
Illinois law requires that trains **STOP** within 800 ft. of crossing and **POSITIVELY ASCERTAIN THAT WAY IS CLEAR.**
Indiana law requires that trains **STOP** not closer than 40 ft. nor more than 500 ft. from crossing **ASCERTAINING NO TRAIN APPROACHING.**
- c—When a stop is made for a railroad crossing not protected by an interlocking plant or other signals and route is clear, before proceeding whistle signal 14-b must be sounded.

14—CLEARANCES:

- a—Some bridges, signals, buildings and other obstructions will not clear a man on top or side of cars and employes must be on lookout for same and exercise care to avoid injury.
- b—Water cranes must be locked or securely fastened so they cannot swing or be blown to foul main track, or strike passing trains.

- 15—Rule 24. When cars are pushed by an engine, except when shifting or making up trains in yard tracks, a trainman must ride the front of the leading car and by night must display a white light.
- 16—Rule 93b. When a train or engine is moving from auxiliary track to main track, the crews must look in both directions before fouling main track to observe approaching trains or engines, and exercise care to avoid accident.
- 17—Rule 103a. When cars are to be shoved into yard, interchange, or other tracks where it is possible for an engine to be working at the other end, or that cars on other tracks may not clear, a member of the crew must be sent in advance to prevent accident and to avoid cars being shoved to foul other tracks.
- 18—Rule 104b. A train or engine using a main track switch must not foul the main track until the switch to be used has been lined for the movement and when moving from main track to siding or auxiliary track must be entirely clear before stopping for switch to be closed.

18—AUTOMATIC TRAIN STOP:

a—Miller System—Train stop system must be in service between Dolton Jet. and North yard and between Brewer and Jackson. Approaching an automatic signal indicating stop, engineman may forestall while passing ramp and make stop for signal by operating brake valve by hand. When stopped by ramp, train will be governed by rule 509a.

Non-equipped engines or engines with equipment cut out must not be operated in road service in train stop territory unless doubleheading behind an equipped engine or unless specially authorized by chief train dispatcher.

Train stop system is not connected with second arm of home signal at interlocking plants. When a plant is lined for diverging or crossover route, engineman may forestall while passing home signal ramp to avoid ramp stop.

When false stop occurs enroute due to a known cause such as broken wire, etc., engineman must keep train stop system in service and prevent false stops on the balance of the trip by forestalling while passing over ramps. In such cases the engineman must inform the fireman immediately that train stop operation is being forestalled and make wire report to the chief train dispatcher and road foreman of engines. If the cause is not known, engineman must wait until a second false stop occurs before forestalling at succeeding ramps.

When necessary to break seal and cut train stop system out of service enroute in train stop territory, train will proceed at not to exceed 40 M.P.H. for passenger trains and 30 M.P.H. for freight trains, to first open point of communication where stop must be made and condition reported to train dispatcher, who will instruct as to further movement. Report giving reason for cut out must be made at once by wire to chief train dispatcher and road foreman of engines. Engineman must inform fireman when train stop is cut out and fireman must note indications of all block signals and call them to the engineman who will repeat the indications to the fireman. (See Rule 34, Book of Rules).

Before entering train stop territory with train stop system cut out, report must be made to train dispatcher who will instruct as to further movement. Wire report must then be made to chief train dispatcher and road foreman of engines and fireman be informed as provided in paragraph next above.

b—GRS System—While operating over Big 4 Ry., joint tracks between Pana and Mitchell Yard, trains and engines will be governed by Big 4 rules and instructions. Enginemen must know before leaving terminal for operation over this joint track that cut-out cock is sealed and that 3-way cock is in position to cut in the GRS system. Send chief train dispatcher at Salem copies of all wire reports to Big 4 officials relating to automatic train stop operation.

19—SPRING SWITCHES in service at Haney, Clinton, Union Track Junction and V. G. Tower are so connected that the wheels of engines and cars, when trailing through, will force the switch points open and allow free passage of the wheels without operating switch stand by hand. When movement is completed the switch points are automatically returned to normal by spring pressure. A signal governing facing movements is located at switch in each case and will indicate Stop if switch is not normal. Switch stand is provided for hand operation of switch but running switch must not be made. A train stopped on switch while trailing through and springing the points must not take slack or make reverse movement until switch has been reversed by hand.

20—DERAILS—In addition to derails at clearance point on auxiliary tracks, derails will be found protecting cars at oil and gasoline unloading plants. These derails must be kept on the rail and locked, except when switching is being done.

21—COLOR LIGHT SIGNALS—Where fixed signals are color light type their indications both day and night are the same as rules provide for night indications of semaphore type signals.

22—CHANGES IN RULES IN BOOK OF RULES:

a—General Orders—Pages 10—11—12. Conductors and enginemen will sign only such general orders as affect the territory where they are qualified to operate, as shown on their examination certificate.

b—Telegraph Bulletins—Page 13. When authorized by train dispatcher, operators may display train order signal in caution indication and deliver telegraph bulletins by hoop without reading to conductor or engineman and without requiring signature and when so delivered the responsibility for correctness of manifold copies will rest with the operator.

c—Definitions Page 14.

Division—This definition is eliminated.

District—A portion of a railroad designated by time table.

Markers—Lamps of prescribed color and construction indicating the rear of train.

d—Rule 4a—Notice of a new time table will be posted by General Order at least seventy-two hours prior to its taking effect. Trainmen and enginemen must inquire for and know that they have the current time tables. Conductors and enginemen must know that brakemen and firemen have current time tables before commencing each trip. Yardmasters must know that each yard conductor and yard engineman has current time table.

e—Rule 14 (n)—Two long, one short and one long blast of the whistle approaching public crossings, curves and obscure places. See notice to enginemen on cover page.

f—Rule 17—First paragraph—A headlight must be displayed to the front of every train by night, but must be extinguished when the train is standing clear of the main track to meet another train or is standing to meet trains at the end of double track or at junctions, until the rear of the train to be met has passed.

g—Rule 19—Passenger Trains, by day two marker lamps, one on each side, instead of green flags. Marker lamps must be placed in the hood bracket on all cars having observation end. Platform marker lamp is discontinued.

Freight Trains, by day two marker lamps, one on each side, instead of green flags. Cupola marker lamp is discontinued.

h—Rule 33—Watchmen stationed at street or highway crossings, must use stop signals when necessary to stop trains. They will use the stop discs by day and red lights by night to stop highway traffic.

i—Rule 83—On single track a train must not leave its initial station on any district, or a junction, or pass from double to single track, until it has been ascertained whether trains due, which are superior, or of the same class, have arrived or departed.

j—Rule 93—Yard limits are indicated by yard limit signs and by district instructions in time table. Within yard limits the main tracks may be used, clearing first and second class trains as per rules 86 and 87. Third class and extra trains, road engines, yard engines and motors must move on either main track within yard limits under such control as will prevent accident and must not exceed five (5) miles per hour unless the main track is seen or known to be clear, and such movements will be made without clearing or protecting against each other. First and second class trains running against the current of traffic must move within yard limits prepared to stop unless the main track is seen or known to be clear.

k—Rule 97—Clearance blank A is authority for a regular train (not a section) to use its schedule over more than one district.

l—Rule 206—First paragraph—In train orders regular trains will be designated as "No. 10" and sections as "Second 10," adding engine numbers. Extra trains will be designated by engine numbers and the direction as "Extra 798 north or south." Trains named in train orders must be identified by engine number. A hand signal from a train is not sufficient identification for safety and must not be accepted as identification.

m—Train order Form D-R. Page 52. Last paragraph which reads: "When such orders include yard limits, yard engines must be included and the signature of the yardmaster or yard conductor secured," is cancelled.

n—Rule 211—Second paragraph—Where automatic block system is not in use the "19" form of train order must not be used to restrict the right, superiority or movement of a train unless the movement is also protected by the intermediate order on form "31" addressed to the operator and the train to be restricted.

Where automatic block system is in use the "19" form of train order may be used to restrict the right, superiority or movement of a train except as follows:

(a) When the superior train is to receive the order at meeting or waiting point.

(b) To protect movements against the current of traffic.

o—Rules 501 and 601 and diagrams Pages 102 and 103.

Name "Caution Signal" is changed to "Approach Signal." Approach Signal Indication—Proceed not to exceed one-half the maximum speed authorized at point involved, not exceeding 30 miles per hour, prepared to stop at next signal.

p—Rule 671—Some high home signals at interlocking plants such as Alvin are equipped with a third signal unit known as a "Call-On Signal." Approach indication of a "Call-On Signal" indicates the interlocking route is properly set but block is occupied. Trains must stop and may then proceed under automatic block signal rules.

DISTRICT INSTRUCTIONS

DANVILLE DISTRICT

1—BLOCK INFORMATION:

- a—Rules 501 to 513 in effect Yard Center to North Yard and Cory to Brewer.
Rules 301 to 375 in effect between North Yard and Cory.
 - b—WOODLAND JCT.—SOUTHWARD TRAIN ORDER—BLOCK SIGNAL. Top arm is train order signal for Danville District trains. Lower arm is manual block signal for St. Louis District trains.
 - c—NORTH YARD—Passenger trains from Westville District will head through crossover at North Yard to northward main track and back on the northward main against current of traffic into Danville station. Trains to the Westville District leaving station will back northward to the crossover at North Yard. Southward trains must approach North Yard prepared to stop and look out for Westville District trains using the crossover.
Trains to and from Westville District, before crossing over the southward main, must ascertain that all overdue Danville District first and second class trains have departed.
- 2—YARD CENTER:**
- a—Train order signal at proceed is authority for first class trains southward to use schedule on Danville District and from Woodland Jct. to Villa Grove without Blank A.
 - b—Northward train order signal arm removed. When train orders are to be delivered to a northward train, a red or yellow flag or light will be displayed on the mast which carries the southward train order signal.
- 3—CHICAGO HEIGHTS:**
- a—Fence between main tracks at passenger depot will not clear a man on the side of car or engine.
 - b—Passenger trains while standing at depot, must not block the street crossings on both sides of the depot. When standing blocking either street and fire department appears, the train must either back or pull ahead at once, to allow them to cross.
 - c—Southward freight trains stopped for the M.C. crossing must stop with the engine north of the street north of depot platform.
- 4—HOOPESTON—**Engines when moving from west wye to lead track or from lead track to west wye, will use pocket track instead of moving via the southward main.
- 5—DANVILLE—**When proper signals are displayed at Cory, northward passenger trains may use southward track to crossover at Fairchild St. When proper signals are displayed at North Yard southward passenger trains may use northward track to Cory.
Engines after handling southward passenger trains are authorized to move ahead of train handled from Danville to the Wood Track switch Oaklawn.
- a—NORTH YARD—Train order signal at proceed is authority for northward first class trains to use schedule from Danville without Blank A.
 - b—CORY—Train order signal at proceed is authority for southward first class trains to use schedule from Danville without Blank A.

EVANSVILLE DISTRICT

6—BLOCK INFORMATION:

- a—Rules 501 to 513 in effect Brewer to signal 286-0 except, see rule 6d.
 - b—Under Rule 509—Within Yard Limits on single track, a first class train stopped by an automatic signal may proceed with caution to the next signal the same as rule provides for other trains within yard limits.
 - c—CLINTON—Southward movements to enter single track are governed by signals 162-7 at clearance point which can be set at stop by operator at Clinton. When stopped by either signal a train or engine must not enter single track if train order signal at Clinton indicates stop until permission has been obtained from operator at Clinton. A telephone for this purpose is at clearance point.
 - d—TERRE HAUTE—No automatic block signal protection between Penna. RR Crossing and Wabash Ave., and a train or engine stopped by signal 177-3 or 178-4 may proceed with caution to the next automatic signal.
 - e—EVANSVILLE—Signal 285-5 is the last southward signal and a train or engine stopped by this signal may proceed with caution to signal 286-0 which is first northward signal located at Union Track Jct.
 - f—DWARF SIGNALS at Clinton, Otter Creek Jct, Spring Hill, Gibson and Princeton are also automatic block signals.
 - g—Both, northward and southward automatic signals are on the same signal mast at:
Seifert—north end of yard.
Vincennes—north end of siding.
Alice—north end of siding.
Princeton—south end of old siding.
Fort Branch—north end of siding.
- 7—JACKSON—**When necessary to pull around curve to back train in at south end of yard or to turn engine on wye, the movement must be protected against other engines that may be working on Mine Branch.
- 8—TERRE HAUTE—**Derail on Ohio St., lead connected with main track switch.
- a—A member of the crew must in all cases protect crossing at Third Ave., before shoving cars over street.

- b—Approach Wabash Ave. (200 feet north of MP 178) under control and do not cross unless a proceed signal is received from the crossing watchman.
- c—CMStP&P crossover is located just south of the first street south of depot. Trains using this crossover use CMStP&P track and must look out for and protect against CMStP&P trains. Train crews will handle switches and must leave switch at south end lined for C&EI main track and switch at north end lined for CMStP&P main track.
- 9—SULLIVAN—When delivering to IC in west wye, air must be coupled and working on all cars.
- 10—PATOCA—Derail in station track pipe connected to main track switch. Electric lock at switch with operating instructions posted in lock case. After using station track crews must leave switch normal with electric lock handle in locked position and case door secured with padlock.
- 11—WANSFORD—Southward train order signal at proceed is authority for southward trains to move ahead of overdue passenger engines to Belt Yard.
 - a—Northward second, third class and extra trains starting from Belt Yard must not pass Wansford without securing additional Blank A unless train order signal displays clear indication.
- 12—EVANSVILLE—Trains to and from Evansville use Crossover at Union Track Jct. Switches are set normally for that movement.
 - a—L&N, Big 4 and IC engines use C&EI tracks as follows and are governed by C&EI rules and instructions:
L&N..... West Running and Union Tracks.
Big 4..... Straight Line Junction to Belt Yard.
IC..... Belt Railway Devon St., to Belt Yard and West Running Track to Garvin St.
 - b—Engines for passenger service moving from Wansford to Evansville to handle train must procure Blank A at Wansford. Such engines are superior to the train they are to handle.
Second class, third class and extra trains, engines and motors must clear the time of these engines as follows, but this will not relieve such engines for passenger service from complying with rule 93:

TRAINS	WANSFORD	UNION TRACK JCT.
96	12.05 AM	12.15 AM
92	6.30 AM	6.40 AM
8	11.16 AM	11.26 AM
90	12.55 PM	1.05 PM
10	5.20 PM	5.30 PM
94	9.35 PM	9.45 PM

- c—Engines after handling passenger trains to Evansville are due to return to Wansford upon arrival of train handled. Such movements will be made under rule 93, but must not be delayed by engines in yard or transfer service.
- d—Yard Engines must not delay transfer movements.

BRAZIL BRANCH

- 13—BRAZIL—**End of C&EI track is at west line of Chicago St. Derail on main track 50 feet north of turnout to Penna transfer track. All engines must approach Brazil prepared to stop and expect to find cars on main track between house track switch and Chicago St. Brazil Clay Plant No. 2—Two derrails, one near main track and one on at road crossing at plant.

MT. VERNON BRANCH

- 14—MT. VERNON JCT.,** is the initial-terminal station of Mt. Vernon Branch schedules. The time shown as at Fort Branch is for information only. Movement between Mt. Vernon Jct., and Fort Branch will be made under rule 93.

ST. LOUIS DISTRICT

15—BLOCK INFORMATION:

- a—Rules 301 to 375 in effect between Woodland Jct., and Sullivan and between Findlay Jct., and Pana.
- b—On single track an inferior train must be into clear of block and report clear before opposing superior train is due to leave the next open block office in advance, except when authorized by train order to proceed to an intermediate station.
- c—The train employe who reports by telephone to operator that a train is clear of main track, must also state main track switch closed, give his name, title or occupation as a member of the crew and remain on the telephone until operator acknowledges the information. If such employe should fail to give this information, the operator must ask, "Is main track switch closed?" Operator will make record on block sheet of name and title of employe who reported.
- d—VILLA GROVE—Modifying the last paragraph of rule 331 to apply to trains from Villa Grove to Villa Grove Jct., only. Trains enroute to Westville District may accept form B caution card instead of train order form U as authority to leave Villa Grove under block signal indicating stop and proceed to Villa Grove Jct., with train under control prepared to stop short of any obstruction in the block.
- e—Rules 501 to 513 in effect between Sullivan and Findlay Jct.

DISTRICT INSTRUCTIONS—Continued

- f—Automatic signal rules apply to signals 146-8 and 146-4 between West Ridge and V. E.
The leads into south end of Villa Grove Yard are bonded so that a derail open on either lead, a main track switch open, an engine or a car on either lead between derail and the main track, will operate these two automatic signals.
Before opening derail observe closely to ascertain if a train approaching on northward main.
These two automatic signals will not permit to disregard manual block or other rules when entering or using the main tracks at V. E.
- 16—VILLA GROVE—Rule 96, Book of Rules. Chief train dispatcher at Danville may authorize sections of schedules between Villa Grove and Woodland Junction.
Chief train dispatcher at Salem may authorize sections of schedules between Villa Grove and Pana.
- a—Rule 97, Book of Rules. Trains not having initial or terminal station at Villa Grove will accept Blank A as authority to use schedule from or to Villa Grove. All trains must procure Blank A at Villa Grove.
- b—Form "K" Page 50, Book of Rules.
When necessary chief train dispatcher at Danville may issue orders annulling schedules between Villa Grove and Woodland Jct., and chief train dispatcher at Salem may issue orders annulling schedules between Villa Grove and Pana.
- 17—PANA—A train or engine with or without cars may stand between the derails on either track north of B&O crossing at interlocking plant. Such train or engine may move upon receiving proper interlocking signals. Where no interlocking signal is provided for the desired movement complete understanding must be had by the trainmen and towermen before movement is made.
- a—The home signal on southward main track just north of B&O crossing at Pana will be held in stop position against passenger trains doing station work. When train is ready to move, engineman will sound four short blasts of the whistle and if the route is clear the towerman will clear the signal for the movement.

SALEM DISTRICT

- 18—BLOCK INFORMATION:
- a—GOREVILLE—Will space northward and southward trains 10 minutes at Goreville with train order signal. Blank A will be issued showing time train may proceed. During period office is closed, trains moving in same direction will keep at least 10 minutes apart leaving Goreville.
- 19—No. 125 will use its schedule from Cypress and No. 122 from Joppa Jct. on Sundays and Holidays, and No. 124 from Thebes daily without Blank A.
- a—Rule 97, Book of Rules. Trains not having initial or terminal station at Salem Yard will accept Blank A as authority to use schedule from or to Salem Yard.
- 20—WEST FRANKFORT—When flasher signals at Main Street are operating account train on main line, trains or engines using lead over Main Street must protect their movement over street by a flagman.
- a—The lead to West Frankfort Coal Company mine just north of the CB&Q overhead crossing must not be used by road engines and road trains except under special instructions or permission from the Yardmaster in each case.
- 21—JOPPA—Trains will expect to find cars on MAIN TRACK at Joppa, without notice.

WESTVILLE DISTRICT

- 22—BLOCK INFORMATION:
- a—See rule 1a and c, page 21.
- b—Rules 301 to 375 in effect between North Yard and W. R. Tower. Train order signal at North Yard is also the block signal governing movements to the Westville District.
- c—Westville District trains must secure Blank A at North Yard.
- 23—VILLA GROVE—See rule 15a, c and d page 21. Trains will secure permission from operator at Villa Grove to enter the block and report when clear of block at Villa Grove Jct., when leaving.

SIDELL BRANCH

- 24—Northward freight trains will stop after moving over Wabash crossing at Ryan and make thorough inspection of train, for safety over high bridge.
- 25—Unless otherwise instructed trains to the Sidell Branch will report by telephone to train dispatcher when clear of Westville District main. Trains from the Sidell Branch will report by telephone to train dispatcher when clear of Sidell Branch main.

YARD LIMITS**DANVILLE DISTRICT**

Stations	From	To
Yard Center	Dolton Jct.	TP 20-27
Chicago Heights	Signal 26-7	TP 29-8
Momence	TP 48-40	TP 51-45
Watska	MP 76	Signal 80-4
Milford	MP 87	Milford Jct. (8:00 AM to 5:00 PM daily except Sunday)
Hoopeston	MP 98	MP 100 (7:00 AM to 5:00 PM daily except Sunday)
Rossville	MP 105	MP 108 (7:00 AM to 6:00 PM daily except Sunday)
Danville	MP 122	MP 128

STATE LINE BRANCH

State Line Branch... Main Line..... End of Branch

FREELAND PARK BRANCH

Freeland Park Branch..... Main Line..... End of Branch

CISSNA PARK BRANCH

Cissna Park Branch.. Main Line..... End of Branch

JUDYVILLE BRANCH

Judyville Branch... Main Line..... End of Branch

EVANSVILLE DISTRICT

Brewer	See Danville District	
Montezuma-Hillsdale	MP 153	MP 156 (9:00 AM to 2:00 PM daily except Sunday)
Clinton	TP 160-10	Signal 163-2 including Mine Branches
Terre Haute	MP 173	Signal 181-2
Seifert	TP 190-36	MP 198 including Mine Branches
Vincennes	TP 233-25	TP 237-25
Gibson—Ft Branch	TP 258-15	Signal 267-6
Evansville	TP 282-20	MP 287.3 including Belt Ry to L&N Ry

BRAZIL BRANCH

Brazil Branch..... Main Line..... End of Branch

MT. VERNON BRANCH

Mt. Vernon Jct..... Main Line..... TP 266-12
Mt. Vernon..... TP 300-29..... End of Branch

ST. LOUIS DISTRICT

Villa Grove	MP 147	V.G. Tower
Tuscola	TP 152-20	TP 153-40 (7:00 AM to 8:00 PM daily except Sunday)
Arthur	TP 164-10	TP 165-10 (8:00 AM to 8:00 PM daily except Sunday)
Sullivan	TP 175-30	TP 176-30 (9:00 AM to 7:00 PM daily except Sunday)
Findlay	Signal 182-7	TP 186-28
Pana	TP 203-20	Big 4 Main Track Connection

SALEM DISTRICT

Findlay	St. Louis Dist.	TP 186-22
Shelbyville	MP 191	MP 195 (10:00 AM to 6:00 PM daily except Sunday)
St. Elmo	TP 222-45	TP 225-2
Salem Yard	TP 250-20	MP 256
Mt. Vernon	TP 273-20	TP 278
Benton	TP 296-20	TP 299
West Frankfort	TP 303-16	TP 306-29
Marion	TP 314-38	TP 319-8
Cypress	MP 344	TP 348-17
Thebes	TP 377-1	Bridge Jct.

JOPPA BRANCH

Joppa Jct..... Main Line..... TP 349-18
Joppa..... TP 361-25..... End of Branch

WESTVILLE DISTRICT

Danville	Danville Dist.	TP 124-30
Westville	TP 131-20	MP 133 including Mine Branches
Villa Grove	MP 164	Villa Grove Jct.

SIDELL BRANCH

Rossville Jct..... Main Line..... MP 108

JOINT TRACKS**RULE****DANVILLE DISTRICT**

1—C&WI—Between Chicago and Yard Center trains and engines will use the tracks and time table and be governed by rules and instructions issued by the Chicago and Western Indiana Railroad. C&EI train order form F is authority for a C&EI train to run as a section on the C&WI through between Chicago and Yard Center when such train is shown under the same schedule number on the current time tables of both roads. Yard Center is district initial station for southward and district terminal station for northward trains under rule 4, Book of Rules. The time shown on C&EI time table as at Chicago is for information only.

STATE LINE BRANCH

2—Engines of the Chicago, Attica & Southern Railroad have joint use of tracks between MP 58 and State Line Jct., in making delivery and receiving cars in interchange at Hopkins Park and must be governed by rule 93.

EVANSVILLE DISTRICT

3—EXCEPTION to rule 19 Book of Rules: Trains of Pennsylvania Railroad between Otter Creek Jct., and Terre Haute may display their standard markers instead of C&EI markers.

EXCEPTION to rule 97 Book of Rules: Trains of Pennsylvania Railroad between Otter Creek Jct., and Dewey:

A Pennsylvania train may run in straight-away road movement without train order or schedule and without authority against opposing trains or ahead of superior trains of the same direction.

AT OTTER CREEK JCT., the route lined for a train from the Pennsylvania track and the HOME SIGNAL at proceed is authority to run to Dewey and will report to the train dispatcher time arrived Dewey clear of C&EI main track.

AT DEWEY, northward trains will report by telephone to the train dispatcher before entering C&EI main track and move to Otter Creek Jct., on verbal authority of the train dispatcher who will arrange for operator at Otter Creek Jct., to hold opposing trains until the train to move is clear of C&EI main track. Obtain name of train dispatcher who authorizes the movement, keeping record of same.

THE OPERATOR AT OTTER CREEK JCT., must obtain authority from train dispatcher before authorizing train to move Otter Creek Jct., to Dewey. Train dispatcher will hold opposing trains until the train to move is clear of C&EI main track.

Pennsylvania trains using main track between Dewey and Terre Haute will be governed by C&EI time table, rules and instructions.

ST. LOUIS DISTRICT

4—NYC rules and Big 4 time table govern between Pana and Lenox. Big 4 and C&A Joint Special Instructions govern between Lenox and Granite City. TRRA rules and time table govern between Granite City and St. Louis.

Employes must have copy of NYC rules and Big 4 time table, special instructions Big 4 and C&A issued January 15th, 1919, revised June 1st, 1936, governing the operation joint double track between Bridge Jct. and Wann and Wann and East Alton and copy of TRRA time table.

a—HOME TOWER—Trains or engines must not leave the yard, or cross over from westbound main track into yard lead until they have first obtained permission from the operator at Lenox or train dispatcher located at Mattoon. In all cases trainmen must secure the name, title and location of the party who authorizes the movement. This information must be noted in writing, showing the date, train, engine, conductor, engineer, time authority received and name of person authorizing movement. This information must be turned over to conductor at end of trip for his record. Stations and time of trains on C&EI time table is for information only. Pana is the district initial and terminal station under rule 4, Book of Rules.

SALEM DISTRICT

5—Between Neilson and W.V. Tower, CB&Q trains use C&EI tracks and are governed by C&EI rules and instructions.

a—Between North Jct. and Chaffee, trains will use the tracks and time tables and be governed by rules and instructions issued by the SI&MB Co. the StLSW and the StLSFRy. Time shown on this time table as at Chaffee is for information only. Thebes is initial and terminal station under rule 4 Book of Rules.

b—BRIDGE LINE INSTRUCTIONS—Rules 501 to 513 inclusive in effect between south end of Thebes Yard and Bridge Jct. At Bridge Jct. and Gale Jct. dwarf signals controlled by push-button on signal case govern movements entering main track. If signal indicates Proceed after push-button is operated, train may reverse junction switch and move onto main track and through block. If signal does not indicate Proceed when push-button is operated, train must wait 5 minutes and again operate push-button. If signal does not then indicate Proceed crew may, after making sure there is no conflicting train movement, reverse junction switch and move onto main track and through block per rule 509.

c—SI&MB Co., rules and instructions relating to spring switch and automatic interlocking at North Jct., and to automatic block protection between North Jct., and Bridge Jct., are as follows: Southward movements from Bridge Jct., may trail through spring switch at North Jct., at not to exceed 10 miles per hour and if stopped on switch must not take slack or make reverse movement until switch has been reversed by hand.

d—When southward train approaches North Jct., the home signal for its route will automatically change to proceed if there is no conflicting train movement and train may then move through plant without stopping. If train is stopped by a southward home signal, crew must first make sure there is no conflicting train movement and that switches are normal and may then operate push-button release for the route in box on side of house at Junction. If signal does not change to proceed within one minute after operation of release, crew must get permission from train dispatcher by telephone and train may then move through block under SI&MBCo. automatic block signal rules.

Northward trains toward Gale Jct., must stop at south end of North Jct., crossover and operate push-button in telephone booth at Junction. Northward dwarf signal will then indicate proceed if there is no conflicting movement and train may then reverse crossover and junction switch and proceed. If dwarf signal remains at stop after push-button is operated, train must wait 5 minutes and if signal is still at stop, crew may operate push-button release in box on side of house at Junction and if signal does not change to proceed in one minute, crew may reverse crossover and junction switches, after making sure there is no conflicting movement and train may then move through block toward Gale Jct., per C&EI rule 509.

Any improper signal or interlocking plant condition must be reported promptly to chief train dispatcher.

Telephone connected to MP train dispatching line is in booth at North Jct.

WESTVILLE DISTRICT

6—Big 4 yard engines and EJ&E yard engines use the main track under rule 93 between W. R. Tower and Bunsen Switch.

INTERLOCKING PLANTS

1—DANVILLE DISTRICT

a—Yard Center, Thornton Jct., M.C. Tower, Jay Tower, N.E. Tower, M.G. Tower, St. Anne, Watseka, Woodland Jct., Hoopston, Alvin, Cory, Walz, Goodwine, Stockland, Johannott.

b—ALVIN—If train is stopped by a home signal when signalman is not on duty, crew must examine derails and know route is properly lined before moving through plant.

c—STOCKLAND and JOHANNOTT—Automatic plants. If a train is stopped by a home signal and no CMStP&P train is approaching or on crossing, crew must operate hand release in box on tower wall. Instructions are in the box. If home signal does not then change to Proceed, train may move through plant on hand signal from trainman at crossing.

2—EVANSVILLE DISTRICT

a—Cayuga, Hillsdale, Otter Creek Jct., Dewey, Haley, Terre Haute, Spring Hill, Sullivan, Vincennes (Penna. RR), Gibson, Princeton, Burnett.

b—TERRE HAUTE—Penna. RR. Movements through plant governed by interlocking home signals operated from interlocking machine in office at crossing.

c—SPRING HILL—Plant controls both ends of siding and the crossings and connections just north and just south of the siding. When stopped by a home signal at north crossing, do not proceed until permission is obtained from signalman by telephone and until switch and derails are inspected and known to be properly set. When necessary, these derails and switch may be operated by hand after obtaining permission from signalman. Instructions are posted in telephone box at each home signal and on switch and derail machines.

d—SULLIVAN—Automatic plant. Home signals equipped with smashboards. If a train is stopped by a home signal and no conflicting movement is being made, operate C&EI time release in box on instrument house at crossing. If signal remains at Stop, make sure both C&EI smashboards are vertical, cranking them up if necessary and proceed through plant on hand signal from trainman at crossing. To make reverse move through plant after train has passed opposing home signal, push button on home signal. If it does not change to proceed indication, operate C&EI release at crossing and protect movement as described above, cranking smashboards up if necessary. Instructions for operating release and cranking smashboards are in release box.

e—VINCENNES—Penna. RR. and PRINCETON-Sou. Ry.—Automatic plants. If a train is stopped by a home signal and no conflicting movement is being made, operate C&EI release in telephone box at crossing. If signal does not change to proceed indication within two minutes, proceed through plant on hand signal from trainman at crossing. At Princeton, southward signal governing movement from transfer track will not give a proceed indication unless crossover to main track is reversed. Movements may be made on transfer track without regard to interlocking signals when crossover to main track is normal.

3—ST. LOUIS DISTRICT

a—Woodland Jct., Goodwine, Glover, T.Y. Tower, Arthur, Findlay Jct., Pana.

4—SALEM DISTRICT

a—Findlay Jct., Mode, S.X. Tower, K.J. Tower, S.A. Tower, V.N. Tower, Neilson, W.V. Tower, Tamms.

b—NEILSON and W.V. TOWER—When signalman is not on duty, routes are lined and home signals cleared for C&EI movements.

5—WESTVILLE DISTRICT

a—W.R. Tower, Bronson, Ryan.

b—RYAN—Interlocking routes will be changed by C&EI crews. Trains must stop at home signal. If no train on opposing route, a trainman must reverse the two derail levers in second story of tower. When home signal changes to Proceed, train may move through plant and the derail levers must then be restored to normal and the tower door closed and locked. If home signal fails to change to Proceed after the derail levers are reversed, train may move through plant on hand signal from trainman at crossing after crew has made sure that derails are properly set and that no train is on or approaching the crossing on opposing route.

RAILROAD CROSSINGS NOT INTERLOCKED

1—DANVILLE DISTRICT

a—NORTH YARD—Wabash and Yard lead. Lower arms of semaphore signal at Wabash crossing govern C&EI movements across Wabash on all tracks. Southward arm is also manual block signal. These signals are not authority to disregard law or rule to stop.

b—TALLMADGE—CMStP&P. Gate normally across C&EI and locked. C&EI trains Stop, crews operate gate and restore to normal after movement over crossing is complete.

c—STEWART—NYC. Gate normally across C&EI and locked and semaphore arm on gate post vertical. C&EI trains Stop, crews operate gate and restore to normal after movement over crossing is complete.

2—EVANSVILLE DISTRICT

a—VINCENNES—B&O. Semaphore signal at crossing. Arm diagonal indicates for C&EI movement over crossing. This signal is not authority to disregard law or rule to stop.

b—EVANSVILLE—Southern and IC.

c—EVANSVILLE BELT RY.—Big 4 and IC.

d—BRAZIL (water works)—Indiana Railroad.

e—POSEYVILLE—IC.

f—MT. VERNON—L&N. Gate normally across C&EI and electrically locked. C&EI trains Stop, crews operate gate in accordance with instructions posted at crossing and restore gate to normal after movement over crossing is complete.

3—ST. LOUIS DISTRICT

a—SULLIVAN—IC and Wabash.

4—SALEM DISTRICT

a—ALAMONT—B&O.

b—BENTON—IC.

c—WEST FRANKFORT—West Mine Lead, CB&Q.

d—MARION—IC and MP. Stop and do not move on-to crossing until proceed hand signal is received from a member of crew at crossing.

e—FAYVILLE—MP. Gate normally across MP. Signals indicate Proceed if gate is normal and Stop if gate is across C&EI track. Approach signals under control and do not proceed on-to crossing until signal indicates Proceed, gate is properly lined for C&EI movement and crossing is clear. C&EI signals are connected with switch to MP wye connection and will indicate Stop if this switch is reversed.

f—KARNAK—Big 4. Gate normally across C&EI and locked. C&EI trains Stop, crews operate gate and restore to normal after movement over crossing is complete.

5—WESTVILLE DISTRICT

a—DANVILLE—Wabash lead north of P&E.

b—DANVILLE—P&E and Wabash between North Yard and Riley Track. Semaphore crossing signal indicates diagonal for city freight lead and vertical for Westville District. This signal is not authority to disregard law and rule to stop.

c—HENNING—IC

LOCATION OF TELEPHONES

DANVILLE DISTRICT

Thornton..... On Depot South End	Pittwood..... Crossover
Chicago Heights. MC Connection	Coaler..... Tower, 1st Floor
Heights Yard... South End Yd. North End Siding	Milford..... Canning Factory
Steger..... South End	Milford Jct..... Crossover
Crete..... In Depot	Cissna Jct..... Crossover
Goodenow..... Crossover	Wellington..... In Depot
Beecher..... On Depot	Hoopeston..... North Crossover
Sollitt..... Crossover	Rossville..... TP 105-14
Grant Park.... In Depot	Rossville Jct... Water Crane
Momence Yard. Crossover	Alvin..... In Depot
So. End West Yd. No. End So. Sdg. So. End So Sdg.	Bismarck..... On Depot
Koster..... At Switch	West Newell... Crossover
Wichert..... In Depot	North Yard.... North Crossover
St. Anne..... North End	Oaklawn..... North Crossover
Papineau..... In Depot	South Crossover
Martinton..... In Depot	Brewer..... Water Tank Yard Office South End Yd South Crossover

EVANSVILLE DISTRICT

Gessie..... Crossover	Smith..... North End South End TP 231-4
Perrysville.... Crossover	Vincennes.... North End South End
Dickason..... South of Tank	Alice..... North End North Ladder South End
Dickason Pit... At Switch	Purcell..... North End South End
Walnut Grove... At Tank	Vollmer..... At Switch
Newport..... On Depot	Decker..... North End South End
Worthy..... TP 149-26 TP 151-15	Hazelton..... TP 250-4
Montezuma.... South of Depot	Miller..... North End South End
Hillsdale..... North Crossover	Patoka..... TP 254-9 At Switch TP 256-5
Summit Grove.. TP 158-19	Gibson..... North End
Jackson..... North Crossover Coal Chute	Princeton.... North End Sou. Transfer TP 260-9
Clinton..... E D T	King..... Opposite Mine North End Cabin at Highway South End
Lyford..... South End	Mt. Vernon Jct. North Wye South Wye
Atherton..... South End	Fort Branch... South End
Dewey..... Jct. switch	Haubstadt.... South End
Terre Haute... Hulman St. Freight Depot	Ingle..... North End
Baker..... North End South End	Straight Line Jet. In Building
Springhill.... North End	Union Track Jet. In Pole Box
Auto. Sig. 183-2. Honey Creek	
Pimento..... North End South End	
Seifert..... North End South End	
Standard..... In Cabin	
Shelburn..... North End South End	
Sullivan..... North End West Wye	
Paxton..... North End South End	
Dugger Mine... MP 210	
Carlisle..... North End South End	
Oaktown..... North End	
Emison..... North End South End	
Mariah Creek. TP 227-38	

ST. LOUIS DISTRICT

Woodland Jct... Wye Switch	Rutherford.... Platform
Bryce..... North End South End	Block..... North End South End
Goodwine..... North End South End	Bongard..... North End South End
Fountain Creek. South End	VG Tower..... At Switch
Hustle..... North End South End	Villa Grove Jct. Jct. Switch
Reilly..... South End	Villa Grove.... South End Ladder
Ellis..... South End	V. E..... In Pole Box
Gerald..... North End At Tank South End	Tuscola..... Niles Ave. IC Transfer South End
Royal..... North End South End	Arthur..... North End Stock Pen
Glover..... South End	Chippis..... Pump House
Tipton..... TP 129-4	Sullivan..... North End South End Stock Pen

Hall..... Coal Chute South End	Henton..... On Depot
Findlay..... In Depot In Pole Box South of Depot	Dollville..... North End On Depot
Findlay Jct.... Wye Switch	Pana..... North End Car Inspector's House
Westervelt.... On Depot South End	Home..... In Pole Box

SALEM DISTRICT

Fair Ground... South End	Old Ben No. 18. At Switch
St. Elmo..... North End	Barlow..... North End
Salem Yard.... North End	Marion..... Tie Plant Switch
Salem..... Main St.	Goreville.... North End
Orient Mine... At Switch	Joppa Jct.... In Shelter
Old Ben No. 8.. At Switch	Gale Jct..... At Switch
Old Ben No. 15. At Switch	

WESTVILLE DISTRICT

Riley Track.... South End
Maring..... At Switch
Grape Creek... North End
W. R. Tower... North End
Peabody Jct.... At Switch
Bunsen Switch.. At Switch
Indianola.... South End
Sidell Jct..... Jct. Switch
Hastings..... Platform
Allerton..... North End
Broadlands.... North End
Longview..... North End
Fairland..... North End

SIDELL BRANCH

Henning..... On Depot
Jamesburg.... On Depot
Collison..... On Depot
Brothers..... On Depot
Bronson..... North End At Tower
Bennett..... In Pole Box
Ryan..... Near Crossing
Jamaica..... On Depot

DISTRICT SPEED RESTRICTIONS

	Passenger Miles per hour	Freight Miles per hour	Passenger Miles per hour	Freight Miles per hour
DANVILLE DISTRICT				
Yard Center—Over slip switches on main track.....	40	40		
Over slip switches on side tracks.....	20	20		
Through crossovers.....	5	5		
Haney—Over spring switch against traffic on southward track.....	20	20		
Over spring switch moving from lead.....	10	10		
Thornton Jet—On running track between Thornton Jet. and Haney Yard Office.....	10	10		
Chicago Heights—Between first street north of depot TP 26-24 and EJ&E crossing TP 27-1....	20	15		
Jay Tower—Through crossovers.....	6	6		
Through wye tracks.....	10	10		
Momence—Between M.G. Tower and TP 50-40.....	60	40		
St. Anne—Around curve just south of depot.....	50	50		
Papineau, Martinton and Pittwood—No. 10 to dispatch U. S. mail.....	5	..		
Watseka—Until engine has passed over street crossings	30	30		
Coaler—Through coal chute.....	25	25		
Woodland Jet.—On northward track through interlocker	60	40		
On southward track through interlocker	30	30		
Through crossovers.....	20	20		
Milford—Until engine has passed over street crossings..	25	25		
Milford—Bridge 885 Four tenths miles south of Milford..	70	40		
Hoopeston—Until engine has passed over street crossings	25	25		
Nos. 94 and 96 to dispatch U. S. mail.....	20	..		
Danville—Between Wabash crossing North Yard and P&E crossing Cory.....	20	20		
Through crossovers at Fairchild Street north end of platform.....	10	10		
Walz—Around curve at TP 125-27 and over railroad crossing.....	60	..		
STATE LINE BRANCH				
Momence Yard to Hopkins Park.....	20	20		
Hopkins Park to State Line Jct.....	15	15		
FREELAND PARK BRANCH				
Milford Jct to Freeland Park.....	15	15		
CISSNA PARK BRANCH				
Cissna Park to Claytonville, engines 840-965.....	15	15		
Claytonville to Goodwine, engines 840-965.....	20	20		
Goodwine to Cissna Jct, except curve at Alonzo, engines 840-965.....	30	30		
Alonzo—Around curve at TP 94-20 to 95-10, engines 840-965.....	20	20		
Goodwine to Cissna Jct. other engines.....	20	20		
JUDYVILLE BRANCH				
Rossville Jct to Judyville.....	20	20		
EVANSVILLE DISTRICT				
Perrysville—Between TP 133-20 and 134-20 on both tracks	60	..		
Cayuga—Over NKP crossing.....	40	25		
Newport—Between TP 147-5 and 148-6 northward track	20	20		
Between TP 147-5 and 148-6 southward track.....	25	25		
Jackson—Through coal chute.....	20	20		
Clinton—Over spring switch at end of double track and Main Street TP 162-40.....	20	20		
Over Wabash River Bridge.....	10	10		
Lyford—Between TP 163-20 and 164-10.....	45	35		
Otter Creek Jct—Around curve between siding switches.	50	50		
Terre Haute—Haley southward home signal to Hulman Street TP 179-16.....	20	20		
Sullivan—Over street crossings and IC crossing.....	35	35		
Oaktown—Over street crossing 5:00 a.m. to 10:00 p.m.....	20	20		
Mariah Creek—Around curves between signals 227-5 and 228-4.....	40	30		
Smith—Between MP 230 and TP 231-15.....	60	..		
Vincennes—Between TP 233-15 and 233-31.....	50	50		
Approach Penna crossing not to exceed....	8	8		
Over Penna crossing. (See rule 10a page 19.)	10	10		
Between TP 233-31 and 15th st., TP 235-39.....	20	20		
Alice—Passing coal chute.....	30	15		
Bald Hill—Curve between Signal 242-3 and TP 243-15	40	30		
Around curve north of MP 244.....	55	..		
Decker—Over White River Bridge and trestle.....	15	15		
Hazelton—Moving out of Atlanta track MP 249.....	5	5		
Around curves between TP 249-10 and 250-16.....	40	30		
Around curve between TP 251-22 and 251-37.....	60	..		
Miller—Between MP 253 and 254.....	40	30		
Patoka—Over street crossings and around curves at TP 255-35 South of bridge.....	35	35		
Gibson—Over Southern Railway crossing.....	30	30		
Princeton—Over street crossings.....	15	15		
Southern Railway crossing—Through interlocking plant.....	8	8		
Ft. Branch—Over street crossings.....	30	30		
Haubstadt—Around curves between TP 271-15 and 271-26, TP 271-36 and 272-7.....	60	..		
Evansville—Between Wansford and Columbia Street TP 285-13.....	50	..		
Between Columbia Street TP 285-13 and Union Track Jct.....	20	20		
Union Track Jct to Evansville, (except 8 miles per hour between 5th and Clark Streets and 5 miles per hour while engine passes over Main Street and Fulton Ave.)	15	15		
Belt Ry—All engines.....	20	20		
Pigeon Creek Bridge on Belt Ry.....	10	10		
BRAZIL BRANCH				
Otter Creek Jct to Brazil.....	25	25		
Brazil—Over Indiana RR crossing.....	10	10		
MT. VERNON BRANCH				
Mt. Vernon Jct to Mt. Vernon.....	30	30		
Wadesville—Over highway 1350 ft south of Depot..	15	15		
Solitude—Over Bridge M2958.....	15	15		
ST. LOUIS DISTRICT				
Woodland Jct—Northward trains through crossover....	20	20		
Southward trains through turnout to the St. Louis District.....	30	30		
Bridge C1114—About 2½ miles north of Gerald.....	60	40		
V. G. Tower—Over spring switch.....	20	20		
Villa Grove Yard—2000 class engines through turnouts..	6	6		
V. E.—Over turnouts and crossovers.....	40	40		
Tuscola—Around curves on both tracks north of IC crossing and over all street crossings.....	20	20		
Arthur—Around curve and over Penna. crossing.....	25	25		
Okaw—Okaw Bridge C1818.....	50	40		
Hall—Under coal chute.....	25	25		
Around coal chute.....	10	10		
Findlay Jct.—Over junction switches.....	30	30		
Through crossover and turnout to and from Salem District.....	10	10		
Between MP 194 and MP 197.....	60	40		
Pana—Entering or leaving Big 4 main tracks.....	10	10		
(Northward trains moving on southward main track on proceed indication of slow speed interlocking signal may find Illinois Central connection set for turnout and speed must be such that train can be stopped short of derail in this connection protecting B&O main track.)				
St. Louis—Engines 1015 to 1023 inclusive on Merchants Bridge and Approaches.....	20	20		
SALEM DISTRICT				
Kaskaskia Bridge C1942.....	15	15		
Altamont—Curve at Depot.....	10	10		
S. X. Tower—Curve at tower.....	20	20		
Happy Hollow—Around reverse curves between TP 228 and TP 228-24.....	35	35		
Mt. Vernon—Between south switch Mt. Vernon siding and south switch old V.N. siding TP 277-2..	20	20		
West Frankfort—All trains approach street crossings under control.....	15	15		
Old Ben Mines Nos. 15 and 18—Flag over public highway on lead to these mines..	5	5		
Johnston City—Over street crossings.....	15	15		
Saline Creek Bridge C3243 use 40 seconds.....	15	15		
Between MP 332 and MP 334.....	30	30		
Grasshopper Creek Bridge C3347 use 30 seconds.....	15	15		
Between TP 335-10 and TP 335-25.....	20	20		
Between TP 338-15 and TP 338-25.....	20	20		
Thebes—SI&MB Co. Bridge.....	25	25		
JOPPA BRANCH				
Joppa Jct to Joppa.....	25	25		
When handling loaded hopper cars.....	..	15		
WESTVILLE DISTRICT				
North Yard to Westville.....	35	25		
Danville—Main Street TP 124-6.....	10	10		
Bridge W1262 Vermilion River.....	10	10		
Rock Cut—Between TP 126-25 and 127-14.....	15	15		
Westville to Villa Grove Jct.....	40	..		
Westville to Villa Grove Jct. Engines 840-965 class.....	..	40		
Westville to Villa Grove Jct. Other engines.....	..	30		
Hegeler Lead.....	15	15		
Indianola—Curve north of depot TP 141-32.....	30	30		
SIDELL BRANCH				
Rossville Jct to Sidell Jct.....	40	30		
Rossville Jct to Sidell Jct. No. 86 and 87.....	..	40		
Bridge D1179 South of Jamesburg.....	10	10		
Bridges D1297 and D1301 South of Bronson.....	10	10		

ENGINES RESTRICTED ON MAIN TRACKS**2000 Class:**

Between Jackson and Evansville.
Between Danville and Villa Grove.
All branch lines, except may be used between Cissna Jct., and Goodwine on Cissna Park Branch and between Rossville Jct. and MP 109 on Sidell Branch.

200-1000-1900 Class and EJ&E engines 700-760:

Freeland Park—Judyville—Brazil—Mt. Vernon Branches.
Cissna Park Branch between Goodwine and Cissna Park.
North Branch of Jackson Mine Branch.
South of Miami Jct., on South Branch of Jackson Mine Branch.
Farmersburg Branch, except for turning engines on wye.

3635-3675 Class:

Mt. Vernon Branch.

JOPPA BRANCH—Engines 1800, 2000 to 2006, 1900 to 1959 and 1008 to 1023 inclusive, must not go south of TP 348-20 on branch main track.

ENGINES RESTRICTED OVER BRIDGES

DANVILLE DISTRICT—Engines 2000 class:

Bridge 898 south of Milford Jct. 10 miles per hour.

Bridge 921 north of Cissna Jct. 10 miles per hour.

EVANSVILLE DISTRICT—Engines 2000 class: Bridge 1545 in northward main at Hillsdale.

Engines 1018-1023-1900-1959 and EJ&E engines 700-760 must not double head over bridge 1631, Wabash River, Clinton with engines of the above classes.

ST. LOUIS DISTRICT—St. Louis: engines 216 to 225-1008 to 1023 1800 to 1802-3635 to 3653-3654 to 3675 and 1900 and 2000 class must not be run over the Eads Bridge—Engines 1900 class may be run between Granite City and Union Station, St. Louis via the Merchants Bridge, at speed not to exceed 15 miles per hour while on river spans of bridge. Cab awnings must be in raised position while passing under Eads bridge.

Engines 1800 and 2000 class must not be used between Granite City and St. Louis.

SALEM DISTRICT—Engines of the 1018-1023, 1800, 1900-1959, 2000 class must be separated by at least two cars when passing over Kaskaskia River Bridge (C1942) Saline Creek Bridge (C3243) and Grasshopper Bridge (C3347).

WESTVILLE DISTRICT—Mikado engines 1900-1959, EJ&E engines 700-760 and Pacific type engines 1008-1023 must not double-head over bridge W1262, Vermillion River, with any class engine.

Engines 2000 class may be handled over bridge W1262 only when dead in train, light without coal or water and must be placed in train not less than three cars behind the engine.

Pacific and Mikado engines must not exceed 10 miles per hour over bridge 1240 on lead to City Yard Danville.

SIDELL BRANCH—Engines 1018-1023-1900-1959 and EJ&E engines 700-760 must not doublehead with engines of any class over bridges D1179 South of Jamesburg and D1297 and D1301 South of Bronson.

ENGINES RESTRICTED ON AUXILIARY TRACKS**All Engines restricted on the following tracks:**

GRANT PARK Gleaner Lumber Co., 5 miles per hour.

WESTVILLE Terre Haute Brewing track not to exceed 5 miles per hour.
SEIFERT Tracks 6, 7 and 8 not safe for engines but may be used for storage of empty cars.

VINCENNES Ebner Belt track, Industrial Spur, 5 miles per hour.

HAZELTON Atlanta track. Hold on to at least 3 cars so engine will not go beyond gravel hopper.

MT. VERNON Keck-Gonnerman track—Hold on to enough cars to avoid putting engine beyond a point 4 car lengths from switch.

Mikado engines restricted on the following tracks:

GRANT PARK South elevator track.

MOMENCE Tiffany Enamel Brick track.

WATSEKA East wye not beyond house track frog.
House track not beyond south end of freight house platform.

HOOPESTON Malleable track.

CAYUGA Elevator track south of street. Canning factory track.

Mikado and Pacific type engines restricted on the following tracks:

Seifert Yard—Cinder Pit.

Farmersburg—Elevator track.

Sullivan County Branch—Starburn mine tracks.

Balance of branch 15 miles per hour except:

10 miles per hour between Peerless Junction and Peerless mine.

5 miles per hour through Peerless mine load track turnouts.

Wilfred relief track 5 miles per hour.

Del Carbo relief track 5 miles per hour.

Mt. Vernon Branch—Not beyond 75 car lengths west of wye.

Santa Fe engines restricted on the following tracks:

GRANT PARK South elevator track.

MOMENCE Tiffany Brick track.

WATSEKA
WOODLAND
HOOPESTON

East wye.

Tile Company track.

Inside tracks Sprague Sells.

Malleable Company track.

ALVIN
BISMARCK
CAYUGA

Elevator tracks.

Elevator track.

Elevator track south of street.

Canning Factory track.

Santa Fe Engines may use following tracks, but must not exceed five miles per hour.

THORNTON
CHICAGO HTS.
GOODENOW
BEECHER
GRANT PARK
MOMENCE

Quarry tracks.

M.C. interchange.

Elevator track.

Station track.

Lumber Company track.

East house track.

CMStP&P and NYC interchange.

Hovert Elevator track and Tabler Elevator track.

KOSTER
ST. ANNE

Station track.

Eastern Illinois Clay track.

St. Anne Brick and Tile Company track.

Wheel track.

Big 4 interchange.

HOOPESTON

West wye.

Factory track.

Interchange track.

ALVIN

The following tracks must not be used by Engines of the 1008-1023, 1800 class, 1900 and 2000 class, except as indicated:

VILLA GROVE
TUSCOLA

Alexander Lumber Company.

Deep Water Ice Company track 1900 class may use not exceed 5 miles per hour.

B&O No. 2 Interchange track.

IC Connection may be used by the 1900 class engines but must not exceed 5 miles per hour.

ARTHUR

Penna. Connection track No. 2 may be used but must not exceed 5 miles per hour.

Derman Wagner Lumber Company (South Stub), 1900 class may use not exceed 5 miles per hour.

SULLIVAN

IC Connection may be used by Mikado engines, not to exceed 5 miles per hour.

PANA

Pana Coal Company tracks. IC Connection may be used by 1900 and 2000 class engines, not to exceed 5 miles per hour.

SALEM

B. & O. Connection may be used to clearance points back of turnout on two tracks used as delivery and receiving tracks.

MT. VERNON,
ILL.

Mt. Vernon Car Mfg., Co., tracks. J. P. Devine Mfg., Co., tracks. Moss Tie Co., Plant. MP and JSW Connections. Tracks 1 and 2 in northeast angle Southern connection may be used by 1900 and 2000 class engines, not to exceed 5 miles per hour.

BENTON

Lead to mine.

W. FRANKFORT

No. 18 and 19 and Brewerton No 21 Leads, Old Ben No. 8 Mine tracks.

JOHNSTON CITY

Old Ben No. 18 Mine Tracks. Mikado engines may use house track to south end of freight house platform.

SPILLERTOWN

Vulcan Coal Company tracks.

MARION

1900 class may use Tie Plant lead for a distance of 1234 feet from switch point, and the depressed track for a distance of 4 car lengths.

House track may be used by Santa Fe Engines to clearance point only. Mikado Engines must be operated carefully over this track account little clearance between Engine and Freight House platform.

CHASCO

Engines of the 1900 class may use lead to point 40 feet north of tipple and may use empty track a sufficient distance to place empties over summit of hump.

ULLIN

Charcoal track.

DAWLEYS

May be used to clearance point only.

EMERGENCY BOXES—HOT BOX REPAIRS

Momence Yard—Key in telephone box at South Crossover.

Coaler—Key on hook at south side of telephone first floor of tower.

Jackson—Key in telephone box at coal chute.

Alice—Key with Operator.

Princeton—Key with Operator.

Reilly—Key with Operator or in bill box.

Glover—Key with Operator.

Hall—At coal chute. Locked with switch lock.

Pana—At water tank. Key with day car inspector and at telegraph office.

Hillsboro—At C&E car inspector's tool house. Key with day inspector and night ticket agent.

STOCK DRENCHERS

Momence Yard, Coaler, Wellington, Rossville Jct., Brewer, Gerald, Grape Creek, Walnut Grove, Locust Street, Seifert, Paxton, Alice, Evansville.

Hillsboro, Hall, Goreville.

ENGINE RATING (Tons)

ENGINES		DANVILLE AND ST. LOUIS DISTRICTS			EVANSVILLE DISTRICT				
		NORTHWARD		SOUTHWARD	NORTHWARD			SOUTHWARD	
Group	Nos.	Brewer to Yard Center	Villa Grove to Yard Center	Yard Center to Brewer or Villa Grove	Evansville to Vincennes	Vincennes to Seifert	Seifert and Terre Haute to Brewer	Brewer to Terre Haute	Terre Haute to Evansville
AA	2000—2006	See note below	4725	3570					
A	1900—1924	3800	3800	3000	2750	2900	3950	3450	2400
B	1925—1939	3600	3600	2800	2720	2865	3800	3300	2365
C	1940—1959	See note below	3800	3000	2750	2900	3950	3450	2400
D	840—965	2600	2600	2100	1450	1550	2235	2235	1550

ENGINES		ST. LOUIS DISTRICT					SALEM DISTRICT							
		SOUTHWARD			NORTHWARD		SOUTHWARD				NORTHWARD			
Group	Nos.	Villa Grove to Hall	Findlay Jct. to Livingston	Livingston to Mitchell Yard	Mitchell Yard to Pana	Pana to Villa Grove	Hall to Salem Yard	Salem Yard to West Frankfort	West Frankfort to Cypress	Cypress to Chaffee	Chaffee to Cypress	Cypress to West Frankfort	West Frankfort to Salem Yard	Salem Yard to Hall
AA	2000—2006	5070	3970	3970	3970	5070	4190	2755	2590	3428	3428	2590	3915	4190
A	1900—1924	3800	3080	3080	3080	3800	3200	2200	1950	2700	2900	1950	2900	3200
B	1925—1939	3600	2880	2880	2880	3600	3000	2000	1750	2500	2700	1750	2700	3000
C	1940—1959	4000	3280	3280	3280	4000	3400	2400	2150	2900	3100	2150	3100	3400
D	840—965	2505	2000	2115	2000	2505	2115	1500	1250	1900	2000	1250	2025	2115

Rating to be computed on actual gross weight of car and contents or stenciled weight of empty car. Trains handle rating as above, unless otherwise instructed. Reductions account temperature will be authorized by chief train dispatcher. When total in train is 25 tons or more below the rating an additional car will be handled. Group A and Group C engines will handle rating Brewer to Yard Center as instructed by chief train dispatcher. Red Ball and special movement trains will be given rating by chief train dispatcher. On Cissna Park, Freeland Park, Judyville and Brazil Branches, train load will be by special instructions. When passenger engines are used in freight service the rating will be authorized by chief train dispatcher. Rating for tonnage trains between Danville and Villa Grove will be on instructions of chief train dispatcher.

STATIONS AND TRACKS NOT ON SCHEDULE PAGES

DANVILLE DISTRICT						SALEM DISTRICT		
Mile from Chgo.	STATION NAME	Station No.	Mile from Chgo.	STATION NAME	Station No.	Mile from Chgo.	STATION NAME	Station No.
22.5	Mt. Glenwood		79.5	Carlocks	79	188.6	Duvall	C 189
27.3	26th Street		90.6	Crawford Switch	F90	276.9	JSW RR.	C277
52.8	Laws Switch	53	100.5	Canning Spur	101	279.8	Bakerville	C280
55.5	Koster	55				304.5	Orient Jct. Branch	
						306.4	Old Ben 15	C306
						317.7	Tie Plant	C318
138.1	Dickason Pit	138	273.6	Stacer	274	314.1	Spillertown	C314
152.1	Mt. Silica	152	283.0	Straight Line Jct.	283	322.4	Lake Arcadia	C323
155.4	Locan	156	281.1	Erskine		349.3	Oberts	C349
158.3	Summit Grove	159		Farmersburg Branch		367.3	Clank	C367
159.8	Standard Pit	161	195.8	United-Electric	H 196	368.4	Cox	C368
196.8	Standard	197		New Pittsburgh Br.		373.6	Fayville	C374
210.0	Dugger Mine	210	198.8	Jackson Hill No. 7	P 202	374.0	Ferry Landing	C374
244.0	Volmer	244	199.0	Starburn	P 212	350.8	Mains Spur	J351
262.8	King Mine	262	202.4	Peerless	P 205			
ST. LOUIS DISTRICT						WESTVILLE DISTRICT		
116.5	Dailey	C117	132.3	Rutherford	C 132	126.5	Maring	W127
125.0	Pauline	C125						

HELP PREVENT CLAIMS—PLEASE!

THE FOLLOWING TRAIN ORDER AND BLOCK STATIONS SHOWN IN TIME TABLE AS "D", "DN", "DB", OR "DNB"
ARE OPEN AS FOLLOWS:

DANVILLE DISTRICT

	WEEK DAYS	SUNDAYS	HOLIDAYS
Coaler	9.00 PM to 5.00 AM	9.00 PM to 5.00 AM	9.00 PM to 5.00 AM
Milford	4.30 AM to 12.30 PM	4.30 AM to 12.30 PM	4.30 AM to 12.30 PM
Wellington	7.00 AM to 4.00 PM		10.00 AM to 12.00 N
Bismarek	7.30 AM to 4.30 PM		11.00 AM to 1.00 PM

EVANSVILLE DISTRICT

	WEEK DAYS	SUNDAYS	HOLIDAYS
Clinton	8.00 AM to 4.00 PM	8.00 AM to 4.00 PM	8.00 AM to 4.00 PM
Poplar St.	9.00 PM to 5.00 AM	9.00 PM to 5.00 AM	9.00 PM to 5.00 AM
Shelburn	8.00 AM to 5.00 PM	8.00 AM to 5.00 PM	8.00 AM to 5.00 PM
Paxton	8.00 AM to 5.00 PM		1.30 PM to 3.30 PM
Caxton	8.30 AM to 5.30 PM		2.00 PM to 4.00 PM
Carlisle	8.00 AM to 4.00 PM	8.00 AM to 4.00 PM	8.00 AM to 4.00 PM
	11.00 PM to 7.00 AM	11.00 PM to 7.00 AM	11.00 PM to 7.00 AM
Oaktown	7.00 AM to 11.00 PM	2.00 PM to 11.00 PM	2.00 PM to 11.00 PM
Emison	8.00 AM to 4.00 PM	8.00 AM to 4.00 PM	8.00 AM to 4.00 PM
	11.00 PM to 7.00 AM	11.00 PM to 7.00 AM	11.00 PM to 7.00 AM
Hazelton	7.00 AM to 4.00 PM	7.00 AM to 4.00 PM	7.00 AM to 4.00 PM
Fort Branch	6.30 AM to 10.00 PM	6.30 AM to 10.00 PM	6.30 AM to 10.00 PM
Haubstadt	8.00 AM to 5.00 PM		
Ingle	7.00 AM to 4.00 PM		
Owensville	8.30 AM to 5.30 PM		
Cynthiana	9.00 AM to 4.00 PM		
Poseyville	8.30 AM to 5.30 PM		
Wadesville	9.00 AM to 4.00 PM		
Mt. Vernon, Ind.	8.00 AM to 5.00 PM		

ST. LOUIS DISTRICT

	WEEK DAYS	SUNDAYS	HOLIDAYS
Bryce	8.00 AM to 3.00 PM		
Goodwine	8.00 AM to 4.00 PM		
	9.00 PM to 5.00 AM	9.00 PM to 5.00 AM	9.00 PM to 5.00 AM
Fountain Creek	8.00 AM to 5.00 PM		8.00 AM to 5.00 PM
Reilly	8.00 AM to 4.00 PM	8.00 AM to 4.00 PM	
	8.30 PM to 4.30 AM	8.30 PM to 4.30 AM	8.30 PM to 4.30 AM
Ellis	8.00 AM to 5.00 PM		8.00 AM to 5.00 PM
Gerald	8.00 AM to 4.00 PM		8.00 AM to 4.00 PM
	8.30 PM to 4.30 AM	8.30 PM to 4.30 AM	8.30 PM to 4.30 AM
Royal	7.30 AM to 4.30 PM		7.30 AM to 4.30 PM
Block	7.30 AM to 3.30 PM		7.30 AM to 3.30 PM
	9.00 PM to 5.00 AM	9.00 PM to 5.00 AM	9.00 PM to 5.00 AM
Bongard	7.30 AM to 2.30 PM		
West Ridge	7.30 AM to 4.30 PM		
Bourbon	8.00 AM to 5.00 PM		1.30 PM to 3.30 PM
Cadwell	8.00 AM to 5.00 PM		1.30 PM to 3.30 PM
Westervelt	6.00 AM to 3.00 PM		
Dollville	8.30 AM to 5.30 PM		

SALEM DISTRICT

	WEEK DAYS	SUNDAYS	HOLIDAYS
Clarksburg	8.30 AM to 5.30 PM		
Altamont	9.00 AM to 6.00 PM	12.15 PM to 4.35 PM	12.15 PM to 4.35 PM
Loogootee	9.00 AM to 6.00 PM		
St. Peter	9.00 AM to 6.00 PM		
Kell	7.00 AM to 4.00 PM		
Ina	7.45 AM to 4.45 PM		
Benton	1.45 PM to 9.45 PM	6.30 PM to 9.10 PM	6.30 PM to 9.10 PM
West Frankfort	6.15 AM to 9.30 PM	6.15 AM to 9.30 PM	6.15 AM to 9.30 PM
Johnston City	6.30 AM to 3.30 PM	9.00 AM to 11.00 AM	9.00 AM to 11.00 AM
	6.30 PM to 8.30 PM	6.30 PM to 8.30 PM	6.30 PM to 8.30 PM
Marion	1.00 PM to 9.00 PM	6.30 PM to 8.30 PM	6.30 PM to 8.30 PM
Neilson	6.00 AM to 10.00 PM	6.00 AM to 10.00 PM	6.00 AM to 10.00 PM
Goreville	7.00 AM to 11.00 PM	9.00 AM to 11.00 AM	9.00 AM to 11.00 AM
WV Tower	6.00 AM to 10.00 PM	6.00 AM to 10.00 PM	6.00 AM to 10.00 PM
Cypress	8.30 AM to 7.10 PM		
Olive Branch	9.00 AM to 6.05 PM		
Thebes	7.00 AM to 4.00 PM	7.00 AM to 4.00 PM	7.00 AM to 4.00 PM
Karnak	7.00 AM to 4.00 PM		
Joppa	7.00 AM to 4.00 PM		

WESTVILLE DISTRICT

	WEEK DAYS	SUNDAYS	HOLIDAYS
Grape Creek	8.00 AM to 5.00 PM		
Indianola	9.00 AM to 4.00 PM		
Sidell	7.00 AM to 4.00 PM		1.00 PM to 3.45 PM
Allerton	9.00 AM to 4.00 PM		1.15 PM to 3.15 PM
Broadlands	8.00 AM to 5.00 PM		
Longview	9.00 AM to 4.00 PM		1.20 PM to 3.20 PM
Fairland	8.30 AM to 3.30 PM		

E. R. GLIDDEN, Superintendent
 H. H. ORE, Assistant Superintendent
 F. J. FRENSE, Assistant Superintendent
 W. C. JENNINGS, Train Master
 W. S. REEDER, Train Master
 J. T. THEY, Train Master
 W. J. TESCH, Road Foreman of Engines
 B. BUSH, Road Foreman of Engines
 F. J. WEHLING, Train Rule Examiner

TRAIN DISPATCHERS

Danville, Evansville, St. Louis (Woodland Jet. to Villa Grove) and Westville Districts

S. R. DRISKILL, Chief Train Dispatcher
 H. H. HEIMROTH, Night Chief Train Dispatcher
 M. A. JONES A. CHRISTMAN, Relief
 T. A. ROBERTS W. R. JOHNSON, Extra
 J. M. JOHNSON C. H. MEINHOLD, Extra
 C. E. LEWIS
 J. G. ACKELMIRE
 C. McCLEARY

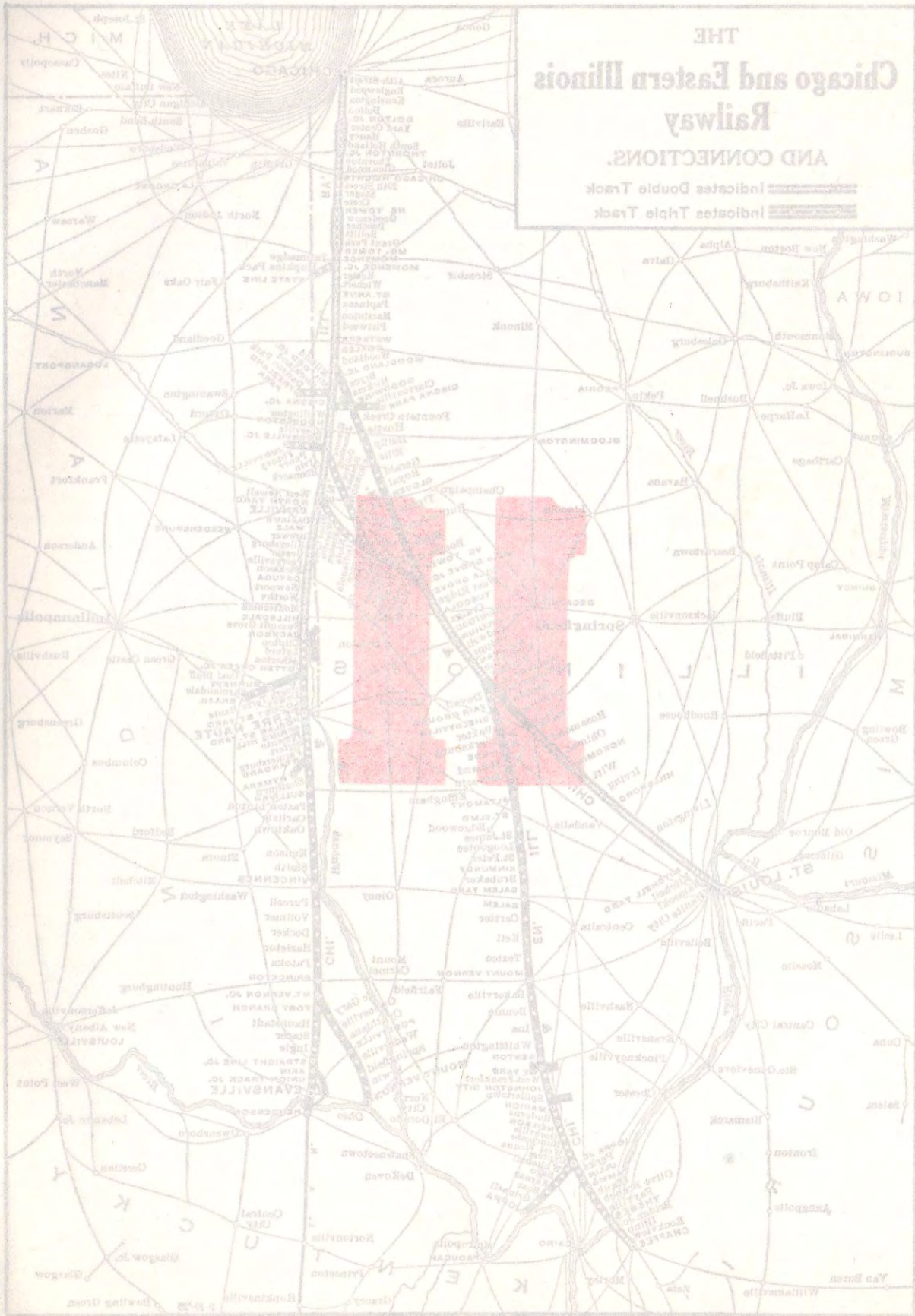
Salem and St. Louis (Villa Grove to St. Louis) Districts

W. A. DONAHUE, Chief Train Dispatcher
 F. C. MISENHAMER
 O. R. AIKMAN
 H. J. WALKER
 G. C. MILLER, Extra and Train Rule Examiner
 O. P. MATHIS, Extra
 C. G. BLACKWELL, Extra

SURGEONS

DR. JOHN G. FROST, Chief Surgeon.....Chicago
 DR. RAY S. WESTLINE Assistant Chief Surgeon,
 718 W. 63rd St., Tel. Wentworth 1031.....Chicago
 DR. E. C. HOLMBLAD, Surgeon,
 28 E. Jackson Boulevard.....Chicago
 DR. CHARLES F. CLAYTON, 29 West 111th Street.....Kensington
 DR. J. A. KOLLAR.....Dolton
 DR. E. G. KLINGLER.....Chicago Heights
 DR. D. D. VAN VOORHIS.....Beecher
 DR. DONALD KEATING.....Momence
 DR. R. L. BENJAMIN.....St. Anne
 DR. G. W. ROSS, DR. E. FOREST HARDIEN.....Watseka
 DR. A. L. GREEN.....Milford
 DR. W. R. ROBERTS, DR. E. L. ROBERTS, Asst. Surg...Ciasna Park
 DR. A. O. SISTLER.....Wellington
 DR. R. G. KLINE.....Hoopeston
 DR. R. P. DONOVAN.....Rossville
 DR. F. W. BARTON, District Surgeon.....Danville
 DR. OTTO H. CRIST, Asst. District Surgeon.....Danville
 DR. W. A. JOHNSON.....Perrysville
 DR. J. L. SAUNDERS.....Newport
 DR. R. L. DOOLEY.....Montezuma
 DR. D. C. SHAFF.....Clinton
 DR. OTT CASEY, Assistant Surgeon.....Clinton
 DR. C. C. SOURWINE.....Brazil
 DR. AUGUST F. KNOEFEL, Dist. Surgeon.....Terre Haute
 DR. M. C. TOPPING, Asst. District Surgeon.....Terre Haute
 DR. J. T. OLIPHANT.....Farmersburg
 DR. W. N. THOMPSON.....Sullivan
 DR. J. STANLEY BROWN.....Carlisle
 DR. E. W. BECKES.....Vincennes
 DR. E. F. SMALL.....Decker
 DR. H. M. ARTHUR.....Hazelton
 DR. J. L. MORRIS.....Princeton
 DR. J. R. MONTGOMERY.....Owensville
 DR. S. W. BOREN.....Poseyville
 DR. R. L. HARDWICK.....Mt. Vernon
 DR. W. F. MORRIS.....Ft. Branch
 DR. W. E. McCOOL, District Surgeon.....Evansville
 DR. J. H. McCOOL, Asst. District Surgeon.....Evansville
 DR. WM. H. FIELD, Oculist, 424 South First St.....Evansville
 DR. F. N. CLOYD.....Westville
 DR. F. N. ODBERT.....Indianola
 DR. CARL C. DILLON.....Sidell
 DR. J. M. JAMES.....Henning
 DR. P. C. CASTO.....St. Joseph
 DR. R. W. TAYLOR, District Surgeon.....Villa Grove
 DR. JAMES TAYLOR, Asst. District Surgeon.....Villa Grove
 DR. WALTER C. BLAINE.....Tuscola
 DR. C. O. NORRIS.....Arthur
 DR. W. B. KILTON.....Sullivan
 DR. GEORGE W. MAUZEY.....Findlay
 DR. L. H. MILLER.....Pans
 DR. C. W. VAUGHN.....Nokomis
 DR. CHAS. H. LOCKHART.....Witt
 DR. Z. V. KIMBALL.....Hillsboro
 DR. R. C. BERRY.....Livingston
 DR. H. P. REUSS, District Surgeon.....Granite City
 DR. WOOLSEY, Frisco Hospital.....St. Louis
 DR. CHARLES H. HULICK.....Shelbyville
 DR. LEWIS J. GEERLINGS, Assistant Surgeon.....Shelbyville
 DR. HARRY SCHUMACHER.....Altamont
 DR. A. R. WHITFORT.....St. Elmo
 DR. H. L. LOGAN, District Surgeon.....Salem
 DR. SAM THOMPSON.....Mt. Vernon
 DR. WALTER H. ALVIS.....Benton
 DR. C. O. LANE.....West Frankfort
 DR. C. H. ELDRIDGE, Assistant Surgeon.....West Frankfort
 DR. W. J. CLAYTON.....Johnston City
 DR. ALONZO N. BAKER.....Marion
 DR. W. W. RITCHEY.....Goreville
 DR. P. W. ROSE.....Cypress
 DR. JAMES K. ROSSON.....Tamms
 DR. A. LOTTMAN.....Olive Branch
 DR. G. F. CUMMINS.....Joppa
 DR. W. A. PHELPS.....Thebes
 DR. G. A. SAMPLE.....Chaffee

HELP PREVENT DUMS-PL



THE Chicago and Eastern Illinois Railway AND CONNECTIONS.

==== Indicates Double Track
==== Indicates Triple Track

