

You Can Help to Reduce Accidents

if you

THINK SAFETY and ACT SAFELY

**Keep Your Mind on
Each Immediate Move**

**Read the Rules -- Learn Them
Use Them**

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.

SMOKE IS FUEL WASTED SAVE COAL



Chicago & Eastern Illinois Railroad

26 TIME TABLE No. 26

**Effective
Sunday, December 17, 1944
12:01 A. M.**

SUPERSEDING

Time Table No. 25 Dated November 14, 1943

Destroy all copies of Time Table No. 25

For Government and Information of Employees Only.

HOLLY STOVER, President

F. G. NICHOLSON, General Manager

Policy in Passenger Relationships

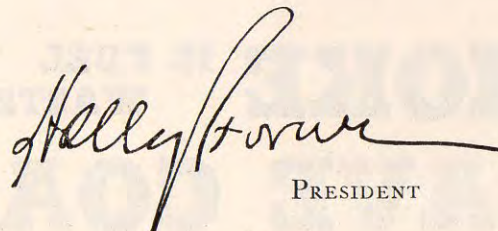
The passenger traffic of any railroad is built upon the *good will* of the traveling public toward the facilities and services of that road. In normal times, the traveler has many choices among methods of transportation . . . he chooses the one which serves him best. In the rush and confusion of war-time travel, when patience is short and tempers are on edge, the courteous, friendly gesture makes a lasting impression.

The reputation of the C&EI for courtesy and for a friendly interest in its passengers' well-being—as well as its future good will—is made on the passenger trains themselves. Our Train Conductors and their Staffs represent the Company as hosts to the travelers on their trains. It is their courteous attention to the needs and wishes of passengers that makes them feel at home and want to ride the C&EI on trips to come. Let all of us who have contact with the public be constantly mindful of this.

Passenger Train Operations

1. The passenger Train Conductor on the C&EI RR is in sole charge of his train and is responsible in all matters pertaining to the passengers' safety and general welfare. Some of his duties include:
 - (a) Attention to passenger comfort in the avoidance of undue noise or disturbances in coaches, especially on night runs.
 - (b) Consideration for the comfort of sleeping car passengers to insure a good night's rest—elimination of unnecessary noise, proper lighting and temperature adjustments, attentive porter service, orderly handling of luggage, and cleanliness throughout.
 - (c) Information and advice on the trip. Many passengers may be taking their first trip by rail. They may be nervous and ill at ease. They will appreciate an attitude on the part of train personnel which promotes confidence and relieves anxiety.
 - (d) Special effort should be made to answer fully all questions about connecting line trains, and information should cheerfully be given as to the cause and extent of unusual delays. Most passengers will readily accept a condition they understand; and if a train is running late, Pullman and Dining Car forces should be advised of the circumstances so they may answer passengers' questions intelligently.
2. Passenger Train Conductors should know, from personal observation, what is going on in all parts of their trains. They should require of their train crews neatness of appearance, and clean, tidy housekeeping in the cars and quarters for which they are responsible. They should set an example in courtesy and in pride in the operation of their trains.
3. Where Passenger Train Conductors are confronted with situations involving matters of policy or unfamiliar circumstances, they should promptly ask for advice or instruction from the nearest operating or passenger officer or representative.
4. In ticket complications or cash fare collections, Conductors will use their best judgment to avoid argument or friction. Where necessary, they will wire for instructions; but tact and consideration for the passenger will in most cases avoid controversy.
5. Under crowded train conditions, C&EI employees riding on passes should cheerfully cooperate with Conductors in giving revenue passengers preference as to accommodations. It must be borne in mind that our passenger trains are operated on the revenues from passenger traffic, and that passes are issued to C&EI employees and their families *subject* to accommodations available.
6. Every passenger train has a personality of its own. It can be inviting, hospitable and pleasant, or slovenly and unattractive. Much depends upon the spirit and teamwork of its Staff. It is the opportunity of the Conductor to develop a train operation which will make it popular with the traveler and a subject of pride with his Staff.

I ask your cooperation in the maintenance of good will building service throughout all C&EI passenger operations. Bear in mind that upon the satisfaction of your passengers depends the success and prosperity of your road. The C&EI must be outstanding in this.



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	Dearborn Sta. Conductors' Room	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		
Watsika	Interlocking Station	x	x	x
Rossville	Depot	x	x	
Rossville Jct.	E.J.&E Office	x	x	
North Yard	Yard Office		x	x
Danville	Passenger Depot		x	
Danville	Enginemen's Locker Room	x		
Oaklawn	Roundhouse Office	x	x	
Brewer	Yard Office			x
Dana Storage	Telegraph Office			x
Jackson	Yard Office	x		
Haley	Telegraph Office		x	x
Locust Street	Yard Office	x		x
Locust Street	Roundhouse Office	x		
Terre Haute	Union Depot Telegraph Office	x	x	
Alice	Telegraph Office	x		
Mt. Vernon	Depot	x		x
Wansford	Roundhouse Office	x		
Wansford	Telegraph Office	x	x	x
Belt Yard	Yard Office	x		x
Evansville	Union 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
Salem Yard	Roundhouse	x		
Salem Yard	Yard Office	x	x	x
Salem	Depot	x		
West Frankfort	Roundhouse	x		
West Frankfort	Depot		x	x
Cypress	Depot	x	x	x
Thebes	Depot	x	x	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.			
Danville	All trains register by slip at North Yard instead of Danville.			
Brewer	Evansville District freight trains register by slip at Walz instead of Brewer.			
Dana Storage	Nos. 235 and 236 register by slip.			
Haley	Nos. 78 and 79 register by slip.			
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.			
Thebes	All trains register.			

DANVILLE DISTRICT—Southward

Train Order Stations	Distance from Chicago	Distance between Stations	FIRST CLASS									
			TIME TABLE No. 26 December 17, 1944									
			99	1	21	89	93	97	95	91	23	9
			Dixie Flagler	Mail and Express	The Zipper	Dixie Express	Dixie Limited	Dixie Mail	Dixie Flyer	Dixie Flyer Mail	The Silent Knight	Evansville Passenger
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
DN			LEAVE AM	LEAVE AM	LEAVE AM	LEAVE PM	LEAVE PM	LEAVE PM	LEAVE PM	LEAVE PM	LEAVE PM	LEAVE PM
			8.00	8.20	11.00	1.00	2.00	7.30	10.05	11.05	11.40	11.55
			CHICAGO.....									
	16.9	16.9	DOLTON JCT.....									
			Between Chicago and Yard Center trains will use C&WI current time table. See rule 1 page 23.									
DN	18.0	1.1	8.26	s 8.57	11.30	1.30	2.30	8.00	10.35	11.35	12.10	12.25
	19.5	1.5		s 9.00								c12.27
DN	20.1	0.6		s 9.01		1.32	2.32	8.02	10.37	11.37	12.12	12.28
	21.7	1.6		s 9.03								c12.30
	23.4	1.7		c 9.06								12.33
	26.6	3.2	8.34	s 9.14	s11.39	c 1.40	2.38	s 8.14	c10.45	11.45	c12.19	s12.48
DN	26.8	0.2										
	27.0	0.2										
	27.8	0.8		9.17								
	28.8	1.0		s 9.19								
	30.4	1.6		s 9.23								c12.55
DN	32.5	2.1	8.39	9.26	11.47	1.48	2.45	8.21	10.54	11.52	12.27	12.58
	34.2	1.7		s 9.28								
	37.6	3.4		s 9.33								1.04
	41.0	3.4		9.37								
	44.7	3.7	8.50	s 9.43	11.58	1.59	2.55	8.32	11.05	12.03	12.38	1.11
DN	49.7	5.0		s 9.53	12.04	2.04	3.00	c 8.38	c11.11	12.08	c12.44	s 1.20
	49.9	0.2	8.54 ⁷³									
	50.8	0.9							11.12 ⁶⁵			
	57.9	7.1		f10.03								
DN	60.1	2.2	9.02	s10.10 ⁷³	12.12	2.14	3.09	8.48 ⁵³	11.21	12.17	12.53	f 1.34
	64.2	4.1		s10.16								c 1.39
	67.7	3.5	9.09	s10.21	12.19	2.21	3.16	8.55	11.28	12.24	1.00	c 1.43
	71.5	3.8		s10.27								c 1.47
DN	77.5	6.0	9.17	s10.37	c12.29	c 2.30	3.25	c 9.06	c11.37	12.33	c 1.10	s 1.57
N	79.6	2.1	9.23	10.46		2.39	3.34	9.15	11.46	12.41	1.18	2.06
	81.8	2.2		s10.50								
DN	82.6	0.8	9.26	10.53	12.41	2.43	3.38	9.19	11.51	12.46	1.22	2.11
D	88.1	5.5		s11.02		2.49	3.44	c 9.25	11.57	12.52		c 2.17
	89.1	1.0										
	92.7	3.6										
D	94.2	1.5		s11.12		2.58	3.50	9.31				2.24
DN	99.2	5.0	9.40	s11.24		c 3.03	3.55	c 9.40	c12.09	1.04		s 2.36
	105.2	6.0		s11.33				9.47				2.42
	107.1	1.9	9.46	11.39		3.11	4.03	9.50	12.17	1.12		2.45
	111.2	4.1		s11.45								2.50
D	114.3	3.1	9.52	s11.51		3.18	4.09	9.56	12.23	1.18		2.53
	118.4	4.1		11.56		3.22						2.57
DN	123.0	4.6	10.01	12.03		3.28	4.19	10.08	12.35	1.30		3.05
	123.2	0.2	s10.05	s {12.05 12.30		s 3.35	s 4.25	s10.20	s12.43	s 1.36		s 3.21
DN	123.4	0.2	10.06	12.31		3.36	4.26	10.21	12.44	1.37		3.22
	124.8	1.4		s12.39								
DN	125.8	1.0	10.10	12.42		3.40	4.30	10.25	12.48	1.41		3.25
	126.5	0.7	10.11	12.43		3.41	4.31	10.26	12.49	1.42		3.26
			AM	PM	PM	PM	PM	PM	AM	AM	AM	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.

For information only, No. 99, see page 29.

DANVILLE DISTRICT—Southward

Siding Car Capacity	Station Numbers	Distance between Stations	TIME TABLE No. 26 December 17, 1944	SECOND CLASS				THIRD CLASS							
				51	63	57	65	53	49	73	75				
				Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Local Freight	Local Freight				
				Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Tuesday, Thursday, Saturday				
			STATIONS	LEAVE PM	LEAVE PM	LEAVE PM	LEAVE PM	LEAVE PM	LEAVE AM	LEAVE AM	LEAVE AM				
	0		CHICAGO.....		6 00			6 10							
		16.9	DOLTON JCT.....	Between Chicago and Yard Center trains will use C&WI current time table. See rule 1 page 23.											
	18	1.1	YARD CENTER..... w	12.30	6.50	9.45	10.00	7.20	1.30	7.00					
	19	1.5	SOUTH HOLLAND.....												
	20	0.6	THORNTON JCT.....	12.35	6.55	9.50	10.05	7.25							
	22	1.6	THORNTON.....												
	23	1.7	GLENWOOD.....												
	27	3.2	CHICAGO HEIGHTS... w	12.45	7.05	10.01	10.15	7.37							
		0.2	M. C. TOWER.....												
		0.2	JAY TOWER.....												
		0.8	HEIGHTS YARD.....	12.56	7.16	10.04	10.26	7.47	2.00	7.25					
133	29	1.0	STEGER.....												
	30	1.6	CRETE.....												
		2.1	N. E. TOWER.....	1.06	7.28	10.12	10.38	7.57		7.35					
	34	1.7	GOODENOW.....												
	38	3.4	BEECHER.....												
	41	3.4	SOLLITT.....												
	45	3.7	GRANT PARK.....							8.00					
		5.0	M. G. TOWER.....	1.29	7.51	10.35	11.04	8.25							
	50	0.2	MOMENCE.....							8.54 ⁹⁹					
80	51	0.9	MOMENCE YARD... w	1.31	7.53	10.37	11.12 ⁹⁵	8.27	3.00	9.30					
	58	7.1	WICHERT.....												
80	60	2.2	ST. ANNE.....	1.43	8.05	10.51	11.27	8.48 ⁹⁷		10.10 ¹					
	64	4.1	PAPINEAU..... w												
	68	3.5	MARTINTON.....												
	72	3.8	PITTWOOD.....	1.56	8.19	11.04	11.42	9.03							
	77	6.0	WATSEKA.....	2.05	8.28	11.13	11.52	9.16		11.05				7.05	
95	80	2.1	COALER..... c&w	2.17	8.40	11.21	12.05	9.25							
	82	2.2	WOODLAND.....											7.30	
	83	0.8	WOODLAND JCT.....	2.24	8.47	11.28	12.12	9.30	4.00	11.40				7.40	
	88	5.5	MILFORD.....	2.32		11.36		9.42		12.05					
	89	1.0	MILFORD JCT.....												
	93	3.6	CISSNA JCT.....												
	94	1.5	WELLINGTON... w												
	99	5.0	HOOPESTON.....	2.50		11.50		9.58		1.25					
	106	6.0	ROSSVILLE.....							1.55					
77	107	1.9	ROSSVILLE JCT... w	3.01		12.01		10.10							
	111	4.1	ALVIN.....							2.10					
	114	3.1	BISMARCK.....	3.11		12.11		10.32							
	118	4.1	WEST NEWELL.....												
	123	4.6	NORTH YARD.....	3.22		12.23		10.47	6.00	2.30					
	123	0.2	DANVILLE.....												
		0.2	CORY.....	3.27		12.27		10.49	6.05						
	125	1.4	OAKLAWN.....												
		1.0	WALZ.....	3.33		12.32		10.56	6.20						
	126	0.7	BREWER..... w	3.35		12.40		11.10	6.30	3.00					
				PM ARRIVE	PM ARRIVE	AM ARRIVE	AM ARRIVE	PM ARRIVE	AM ARRIVE	PM ARRIVE	AM 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—Northward

Train Order Stations	Distance from Chicago	Distance between Stations	TIME TABLE No. 26 December 17, 1944	FIRST CLASS										
				90	10	24	94	96	88	92	22	8	98	
				Dixie Flyer Mail	Chicago Passenger	The Silent Knight	Dixie Flyer	Nashville Chicago Passenger	Dixie Express	Dixie Limited	The Zipper	Chicago Express	Dixie Flagler	
STATIONS				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
DN				ARRIVE AM	ARRIVE AM	ARRIVE AM	ARRIVE AM	ARRIVE AM	ARRIVE PM	ARRIVE PM	ARRIVE PM	ARRIVE PM	ARRIVE PM	
	16.9	16.9	CHICAGO.....	5.10	8.05	7.05	7.20	7.30	2.10	2.40	2.55	7.55	10.55	
	16.9	1.1	DOLTON JCT.....	Between Yard Center and Chicago trains will use C&WI current time table. See rule 1 page 23.										
DN	18.0	1.5	YARD CENTER.....w	4.38	f 7.20	6.31	6.45	6.55	1.36	2.06	2.25	7.20	10.24 ⁵⁸	
	19.5	0.6	SOUTH HOLLAND.....		f 7.17									
DN	20.1	1.6	THORNTON JCT.....	4.36	7.15	6.27	6.44	6.52	1.31	2.02		7.17		
	21.7	1.7	THORNTON.....		f 7.13									
	23.4	3.2	GLENWOOD.....		c 7.10									
	26.6	0.2	CHICAGO HEIGHTS...w	4.29	s 7.05	s 6.22	s 6.37	s 6.45	s 1.23	c 1.54	c 2.16	s 7.10	10.17	
DN	26.8	0.2	M. C. TOWER.....											
	27.0	0.8	JAY TOWER.....w											
	27.8	1.0	HEIGHTS YARD.....	4.27	6.52	6.18	6.34	6.42	1.14	1.49		6.57		
	28.8	1.6	STEGER.....		f 6.50									
	30.4	2.1	CRETE.....		f 6.46									
DN	32.5	1.7	N. E. TOWER.....	4.22 ⁶⁴	6.43	6.13	6.29	6.37	1.08	1.43	2.09 ⁷²	6.52	10.12	
	34.2	3.4	GOODENOW.....		f 6.40									
	37.6	3.4	BEECHER.....	4.17	f 6.37	6.08	6.23	6.32	1.03	1.38		c 6.48		
	41.0	3.7	SOLLITT.....											
	44.7	5.0	GRANT PARK.....	4.10	f 6.24 ⁹⁸	6.01	6.16	6.24 ¹⁰	12.56	1.31	1.57	6.38	10.03	
DN	49.7	0.2	M. G. TOWER.....											
	49.9	0.9	MOMENCE.....	4.04	s 6.13	c 5.55	6.10	6.18	s12.49 ⁷²	c 1.25 ⁷²	1.52	s 6.31	9.58	
	50.8	7.1	MOMENCE YARD...w	4.03 ⁵⁴	6.07 ⁹⁴		6.07 ¹⁰	6.17						
	57.9	2.2	WICHERT.....		f 5.59									
DN	60.1	4.1	ST. ANNE.....	3.53	s 5.54	5.44	5.59	6.06	12.35	1.15	1.44	s 6.18	9.50	
	64.2	3.5	PAPINEAU.....w		f 5.49			6.00	12.29	1.10		6.12		
	67.7	3.8	MARTINTON.....		f 5.45						1.38	c 6.07		
	71.5	6.0	PITTSWOOD.....		f 5.40									
DN	77.5	2.1	WATSEKA.....	3.35	s 5.32	c 5.26	5.41	5.45	s12.16	c12.57	c 1.30	s 5.57	9.36	
N	79.6	2.2	COALER.....c&w	3.31	5.22 ²⁴	5.22 ¹⁰	5.37	5.42	12.12	12.53		5.51	9.33	
	81.8	0.8	WOODLAND.....		c 5.04									
DN	82.6	5.5	WOODLAND JCT.....	3.22	5.03	5.14	5.25	5.35	12.05	12.46	1.22	5.43	9.27	
D	88.1	1.0	MILFORD.....	3.16	f 4.54		5.17	5.29	s11.59	12.41		s 5.36		
	89.1	3.6	MILFORD JCT.....											
	92.7	1.5	CISSNA JCT.....											
D	94.2	5.0	WELLINGTON.....w	3.11	f 4.45		5.10		11.52	12.34		5.28		
DN	99.2	6.0	HOOPESTON.....	3.06	s 4.39		5.05	5.17	s11.46	c12.28		s 5.21	9.12	
	105.2	1.9	ROSSVILLE.....		f 4.25							s 5.10		
	107.1	4.1	ROSSVILLE JCT...w	2.58	4.20		4.55					5.06	9.05	
	111.2	3.1	ALVIN.....		f 4.16			5.05	11.32	12.15		c 5.01		
D	114.3	4.1	BISMARCK.....		f 4.12		4.46					4.56		
	118.4	4.6	WEST NEWELL.....											
DN	123.0	0.2	NORTH YARD.....	2.40	4.01		4.37	4.51	11.18	12.01		4.46	8.51	
	123.2	0.2	DANVILLE.....	s 2.39 ¹⁰	s 4.00 ⁹⁰ s 10.13 ⁵⁴		s 4.36	s 4.50	s11.17	s12.00		s 4.45 s 4.35	s 8.50	
DN	123.4	1.4	CORY.....	2.24	10.12		4.21	4.44	11.11	11.54		4.33	8.47	
	124.8	1.0	OAKLAWN.....		s10.10									
DN	125.8	0.7	WALZ.....	2.20	10.06		4.17	4.40	11.07	11.50		4.29	8.44	
	126.5		BREWER.....w	2.19	10.05		4.16	4.39	11.06	11.49		4.28	8.43	
				AM	PM	AM	AM	AM	AM	AM	PM	PM	PM	
				LEAVE	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.

For information only, No. 98, see page 29.

DANVILLE DISTRICT—Northward

Siding Car Capacity	Station Numbers	Distance between Stations	TIME TABLE No. 26 December 17, 1944	SECOND CLASS				THIRD CLASS						
				64	54	58	62	52	72	74				
				Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Local Freight	Local Freight				
				Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Monday, Wednesday, Friday				
	0	16.9	CHICAGO	ARRIVE AM	ARRIVE AM	ARRIVE AM	ARRIVE AM	ARRIVE AM	ARRIVE PM	ARRIVE AM				
		1.1	DOLTON JCT.	Between Yard Center and Chicago trains will use C&WI current time table. See rule 1 page 23.										
	18	1.5	YARD CENTER	5.30	6.00	10.24 ⁹⁸	1.05	9.30	3.00					
	19	0.6	SOUTH HOLLAND											
	20	1.6	THORNTON JCT.	4.45	5.20	9.57	12.40	8.55						
	22	1.7	THORNTON						2.50					
	23	3.2	GLENWOOD											
	27	0.2	CHICAGO HEIGHTS	4.35	4.55	9.43	12.21							
		0.2	M. C. TOWER											
		0.8	JAY TOWER											
		1.0	HEIGHTS YARD	4.32	4.50	9.41	12.16	8.30	2.25					
	29	1.6	STEGER											
	30	2.1	CRETE											
100		1.7	N. E. TOWER	4.22 ⁹⁰	4.40	9.34	12.06	8.18	2.09 ²²					
	34	3.4	GOODENOW											
	38	3.4	BEECHER											
	41	3.7	SOLLITT											
85	45	5.0	GRANT PARK					8.01	1.40					
		0.2	M. G. TOWER	3.37	4.09	9.06	11.26	7.45						
	50	0.9	MOMENCE						1.25 ⁹²					
									12.49 ⁸⁸					
115	51	7.1	MOMENCE YARD	3.35	4.03 ⁹⁰	9.04	11.23	7.30						
	58	2.2	WICHERT											
86	60	4.1	ST. ANNE	3.22	3.32	8.50	11.00	7.10	11.00					
	64	3.5	PAPINEAU											
	68	3.8	MARTINTON											
78	72	6.0	PITTWOOD											
	77	2.1	WATSEKA	2.55	3.02	8.15	10.39	6.50	10.30	11.10				
87	80	2.2	COALAR	2.49	2.54	8.09	10.31	6.40						
	82	0.8	WOODLAND							10.31				
	83	5.5	WOODLAND JCT.	2.34	2.39	7.49	10.11	6.20		10.21				
	88	1.0	MILFORD		2.19	7.42		6.10	9.10					
	89	3.6	MILFORD JCT.						9.00					
	93	1.5	CISSNA JCT.											
118	94	5.0	WELLINGTON		2.07			5.55						
	99	6.0	HOOPESTON		1.57	7.28		5.45	8.30					
	106	1.9	ROSSVILLE						7.50					
90	107	4.1	ROSSVILLE JCT.		1.45	7.15		5.28						
	111	3.1	ALVIN		1.37			5.20						
	114	4.1	BISMARCK		1.32			5.15	7.25					
	118	4.6	WEST NEWELL		1.24			5.07						
	123	0.2	NORTH YARD		1.12	6.40		4.57	7.10					
	123	0.2	DANVILLE		1.11 ¹⁰									
		1.4	CORY		1.10	6.38		4.55						
	125	1.0	OAKLAWN		1.05									
		0.7	WALZ			6.33		4.50						
	126		BREWER		1.00	6.30		4.45	7.00					
				AM LEAVE	AM LEAVE	PM LEAVE	PM LEAVE	AM LEAVE	AM LEAVE	AM 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—Southward

Train Order Stations	Distance from Chicago	Distance between Stations	TIME TABLE		FIRST CLASS									
			No. 26		95	91	9	99	1	89	93	235	97	
			December 17, 1944		Dixie Flyer	Dixie Flyer Mail	Evansville Passenger	Dixie Flagler	Mail and Express	Dixie Express	Dixie Limited	Industrial	Dixie Mail	
STATIONS			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily		
			LEAVE AM	LEAVE AM	LEAVE AM	LEAVE AM	LEAVE PM	LEAVE PM	LEAVE PM	LEAVE PM	LEAVE PM	LEAVE PM		
.....	126.5													
.....	128.9	2.4												
.....	131.0	2.1												
.....	134.3	3.3												
.....	136.9	2.6												
DN	141.1	4.2												
.....	143.7	2.6												
.....	146.9	3.2												
.....	149.7	2.8												
.....	153.3	3.6												
DN	154.6	1.3												
.....	162.2	7.6												
DN	162.9	0.7												
.....	164.3	1.4												
.....	167.3	3.0												
DN	171.9	4.6												
.....	173.8	1.9												
DN	176.5	2.7												
.....	177.3	0.8												
DN	177.5	0.2												
.....	178.3	0.8												
D	180.2	1.9												
DN	181.6	1.4												
.....	189.0	7.4												
.....	192.2	3.2												
DN	192.9	0.7												
D	198.4	5.5												
DN	203.7	5.3												
.....	209.3	5.6												
DN	213.3	4.0												
DN	220.0	6.7												
DN	224.7	4.7												
.....	229.6	4.9												
.....	234.7	5.1												
DN	236.4	1.7												
.....	241.0	4.6												
.....	246.4	5.4												
D	248.8	2.4												
.....	252.7	3.9												
.....	255.5	2.8												
.....	258.4	2.9												
DN	259.1	0.7												
.....	262.9	3.8												
.....	265.4	2.5												
DN	266.7	1.3												
D	269.8	3.1												
.....	276.5	6.7												
DN	283.8	7.3												
.....	284.6	0.8												
.....	285.9	1.3												
DN	287.3	1.4												

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 POPLAR STREET—Train orders and time of trains apply at the second crossover to East track south of Poplar Street Yard Office. East track extends from second 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.
 For information only, No. 99, see page 29.

EVANSVILLE DISTRICT—Southward

Siding Car Capacity	Station Numbers	Distance between Stations	TIME TABLE No. 26 December 17, 1944	SECOND CLASS				THIRD CLASS				
				57	51			53	79	361		
				Through Freight	Through Freight			Through Freight	Local Freight	Local Freight		
				STATIONS	Daily	Daily		Daily	Daily Ex. Sunday	Daily Ex. Sunday		
				LEAVE AM	LEAVE PM			LEAVE AM	LEAVE AM	LEAVE AM		
	126		BREWER.....W	1.00	3.55			6.00	6.45			
	129	2.4	RILEYSBURG.....									
	131	2.1	GESSIE.....									
	134	3.3	PERRYSVILLE.....									
	137	2.6	DICKASON.....									
	141	4.2	CAYUGA.....	1.20	4.14			6.25				
	144	2.6	WALNUT GROVE.....W									
	147	3.2	NEWPORT.....									
	149	2.8	DANA STORAGE.....					6.45				
	153	3.6	MONTEZUMA.....									
	155	1.3	HILLSDALE.....	1.45	4.34							
73	162	7.6	JACKSON.....W									
	163	0.7	CLINTON.....	1.55	4.46			7.15	10.15 ⁸⁸			
90	164	1.4	LYFORD.....	1.59	4.50			7.21	10.25			
87	167	3.0	ATHERTON.....						10.45 ⁹²			
56	172	4.6	OTTER CREEK JCT....	2.09	5.00			7.36	10.59 ⁹⁹			
111	174	1.9	DEWEY.....									
		2.7	HALEY.....	2.15	5.10			7.45	12.10			
	177	0.8	LOCUST STREET.....							7.30		
	178	0.2	TERRE HAUTE.....									
	179	0.8	POPLAR STREET.....W					7.55				
56	180	1.9	BAKER.....	2.29 ⁹⁴	5.20			8.15		7.45		
85	182	1.4	SPRING HILL.....	2.34	5.22			8.20				
93	189	7.4	PIMENTO.....	2.49	5.32			8.40		8.05		
69	192	3.2	SEIFERT.....	3.03 ⁹⁶ 3.12 ⁹¹	5.38			8.47		8.15		
	193	0.7	FARMERSBURG.....									
55	199	5.5	SHELburn.....	3.22	5.44			9.00		8.35		
131	204	5.3	SULLIVAN.....C&W	3.34	5.55			9.16 ⁸⁸ 361		9.16 ⁸⁸ 9.53 ⁵³ 92		
62	209	5.6	PAXTON.....	3.41	6.02			9.46 ⁹²		10.05		
77	214	4.0	CARLISLE.....	3.46	6.06			9.51		10.15		
77	220	6.7	OAKTOWN.....	3.53	6.22 ⁹³			10.05		10.25		
76	225	4.7	EMISON.....	3.59	6.32 ⁵²			10.15		10.35		
80	229	4.9	SMITH.....	4.05	6.50 ⁹⁸			10.25		10.45		
72	235	5.1	VINCENNES.....	4.12	7.16 ¹⁰			10.35		10.55		
148	236	1.7	ALICE.....W	4.18	7.25			10.55 ³⁶⁰		11.00 ³⁶⁰		
41	241	4.6	PURCELL.....	4.23	7.35			11.05		11.40		
62	246	5.4	DECKER.....	4.31	7.45			11.15		11.50		
37	248	2.4	HAZLETON.....	4.37	7.52			11.25		12.01 ⁵⁸		
63	252	3.9	MILLER.....	4.43	8.24 ⁵⁴			11.35		12.12		
	255	2.8	PATOKA.....							12.17		
77	258	2.9	GIBSON.....	4.51	8.34			11.45 ⁵⁸		12.32 ⁹⁹		
	259	0.7	PRINCETON.....							12.53		
60	263	3.8	KING.....	4.57	8.42			12.37 ⁹⁹		1.08 ⁸		
	266	2.5	MT. VERNON JCT....W									
59	267	1.3	FORT BRANCH.....	5.02	8.49			12.46		1.20		
32	270	3.1	HAUBSTADT.....	5.07				12.58 ⁸		1.25		
65	276	6.7	INGLE.....	5.16	8.59			1.12		1.40		
84	284	7.3	WANSFORD.....	5.25	9.10			1.22		1.55		
	285	0.8	BELT YARD.....	5.30	9.15			1.30		2.10		
		1.3	UNION TRACK JCT....									
	287	1.4	EVANSVILLE.....									
				AM ARRIVE	PM ARRIVE			PM ARRIVE	PM ARRIVE	PM ARRIVE		

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EVANSVILLE DISTRICT—Northward

Train Order Stations	Distance from Chicago	Distance between Stations	TIME TABLE No. 26 December 17, 1944	FIRST CLASS										
				96	236	88	92	8	98	10	90	94		
				Nashville Chicago Passenger	Industrial	Dixie Express	Dixie Limited	Chicago Express	Dixie Flagler	Chicago Passenger	Dixie Flyer Mail	Dixie Flyer		
STATIONS				Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily			
				ARRIVE AM	ARRIVE AM	ARRIVE AM	ARRIVE AM	ARRIVE PM	ARRIVE PM	ARRIVE PM	ARRIVE AM	ARRIVE AM		
.....	126.5	2.4	BREWER.....w	4.39	.....	11.06	11.49	4.28	8.43	10.05	2.19	4.16	
.....	128.9	2.1	RILEYSBURG.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	131.0	3.3	GESSIE.....	.....	.....	11.01	11.43	4.22	8.39	10.00	.....	4.10
.....	134.3	2.6	PERRYSVILLE.....	.....	.....	.....	.....	4.18	.....	9.56	2.10	4.06
.....	136.9	4.2	DICKASON.....	4.27	.....	10.55 ⁷⁸	11.36 ⁷⁸	4.15	.....	.....	.....	.....
DN	141.1	2.6	CAYUGA.....	4.22	.....	10.51	11.31	s 4.11	8.30	f 9.48	2.02	3.58	
.....	143.7	3.2	WALNUT GROVE.....w	4.18	.....	10.45	11.28	4.06	.....	9.46	1.59	3.54
.....	146.9	3.2	NEWPORT.....	4.09	.....	10.35	11.18	s 3.58	.....	f 9.42	1.49	3.44
.....	149.7	2.8	DANA STORAGE.....	.....	7.20	.....	.....	.....	.....	.....	.....	.....
.....	153.3	3.6	MONTEZUMA.....	.....	.....	.....	.....	s 3.48	.....	.....	.....	.....
DN	154.6	7.6	HILLSDALE.....	3.58	7.10	10.24	11.07	3.46	.....	9.30	1.38	3.33	
.....	162.2	0.7	JACKSON.....w	3.50	.....	10.16	10.57	.....	.....	9.22	.....	3.24
DN	162.9	1.4	CLINTON.....c	3.49	s 6.59	c 10.15 ⁷⁹	10.56	s 3.39	8.03	s 9.18	1.29 ⁹⁵	3.23		
.....	164.3	3.0	LYFORD.....	3.45	6.54	10.11	10.52 ⁹⁹	3.34	7.59	9.12	1.25	3.16		
.....	167.3	4.6	ATHERTON.....	3.41	6.50	10.07	10.45 ⁷⁹	3.31	.....	9.07	1.22	3.11	
DN	171.9	1.9	OTTER CREEK JCT....	3.36	6.44	10.01	10.39	3.26	7.52	9.02	1.18	3.05		
.....	173.8	2.7	DEWEY.....	3.33	.....	9.59	10.37	3.24	.....	8.59	.....	3.01
DN	176.5	0.8	HALEY.....	3.30	6.38	9.56	10.34	3.22 ⁵⁸	.....	8.56	1.13	2.58	
.....	177.3	0.2	LOCUST STREET.....	.....	.....	.....	.....	3.21	.....	.....	.....	.....
DN	177.5	0.8	TERRE HAUTE.....s	{3.27 3.22	6.35	{9.54 9.49	{10.32 10.27	{3.20 3.05	s 7.45	{8.53 8.38	{1.10 12.50	{2.55 2.35 ⁹¹		
.....	178.3	1.9	POPLAR STREET.....w	3.21	.....	9.47	10.25	.....	.....	.....	12.48	2.32
D	180.2	1.4	BAKER.....	3.19	.....	9.44	10.22	.....	.....	8.32 ⁵²	.....	2.29 ⁵⁷
DN	181.6	7.4	SPRING HILL.....	3.17	.....	9.42	10.20	2.59	7.38	8.30	12.44	2.27	
.....	189.0	3.2	PIMENTO.....	3.09 ⁹¹	.....	9.35	10.13	2.54 ¹	.....	8.23	12.37	2.11 ⁹⁵
.....	192.2	0.7	SEIFERT.....	3.03 ⁵⁷	.....	9.32	10.10	2.51	7.28	8.19	12.34	2.13	
DN	192.9	5.5	FARMERSBURG.....	.....	.....	.....	.....	2.50	.....	f 8.18	.....	.....
D	198.4	5.3	SHELburn.....	2.57	.....	9.26	10.04	2.43	.....	8.11	.....	2.05
DN	203.7	5.6	SULLIVAN.....c&w	c 2.46 ⁹⁵	.....	s 9.16 ⁵³	c 9.53	s 2.35	7.16	s 7.58	12.22	1.52	
.....	209.3	4.0	PAXTON.....	2.37	.....	9.09	9.46 ⁵³	2.24	7.10	7.49	12.14 ⁹⁷	1.45	
DN	213.3	6.7	CARLISLE.....	2.34	.....	9.05	9.42 ³⁶¹	s 2.19	7.06	f 7.43	12.10	1.41	
DN	220.0	4.7	OAKTOWN.....	2.27	.....	8.59	9.36	2.11	7.00	f 7.34	12.03	1.33	
DN	224.7	4.9	EMISON.....	2.22	.....	8.54	9.31	2.06	6.56 ⁵²	7.28	11.58	1.28	
.....	229.6	5.1	SMITH.....	2.16	.....	8.48	9.25	1.58	6.50 ⁵¹	7.22	11.52	1.22	
.....	234.7	1.7	VINCENNES.....s	2.10	.....	s 8.42	s 9.18	s 1.52	s 6.44 ⁹³	s 7.16 ⁵¹	s 11.46	s 1.15	
DN	236.4	4.6	ALICE.....w	2.01	.....	8.36	9.11	1.44	6.40	7.00	11.33	1.08	
.....	241.0	5.4	PURCELL.....	1.55	.....	8.31	9.06	1.40	.....	6.54 ⁹³	.....	1.02 ⁹⁷
.....	246.4	2.4	DECKER.....	1.49	.....	8.26	9.01	1.34	6.31	6.44	11.23	12.56	
D	248.8	3.9	HAZLETON.....	1.43	.....	8.21	8.56	1.29	.....	f 6.38	.....	12.51
.....	252.7	2.8	MILLER.....	1.37	.....	8.16	8.51	1.24	6.21 ⁸⁹	6.34	11.15	12.45	
.....	255.5	2.9	PATOKA.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	258.4	0.7	GIBSON.....	1.31 ⁹⁷	.....	8.09	8.44	1.16	6.15	6.27 ⁸⁹	11.07	12.38	
DN	259.1	3.8	PRINCETON.....s	1.30	.....	s 8.08	c 8.43	s 1.15	6.14	s 6.21	11.06	12.37	
.....	262.9	2.5	KING.....	1.23	.....	8.02	8.37	1.08 ³⁶¹	6.10	6.15	11.02	12.31	
.....	265.4	1.3	MT. VERNON JCT....w	.....	.....	.....	.....	.....	.....	.....	.....	.....
DN	266.7	3.1	FORT BRANCH.....	1.18	.....	7.58	8.33	s 1.03	6.07	f 6.12	10.58	12.27	
D	269.8	6.7	HAUBSTADT.....	1.15	.....	7.55	8.30	12.58 ⁵³	6.04	6.09	10.55	12.24	
.....	276.5	7.3	INGLE.....	1.10	.....	7.48	8.23	12.51 ⁹⁹	5.58	6.03	10.48	12.17	
DN	283.8	0.8	WANSFORD.....	1.00	.....	7.40 ⁹	8.15	12.40	5.52 ¹	5.57 ¹	10.40	12.09	
.....	284.6	1.3	BELT YARD.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	285.9	1.4	UNION TRACK JCT....	12.57	.....	7.37	8.12	12.37	5.49	5.54	10.37	12.06	
DN	287.3	.....	EVANSVILLE.....	12.50	.....	7.30	8.05	12.30	5.42	5.47	10.30	11.59
				AM	AM	AM	AM	PM	PM	PM	AM	AM		
				LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE		

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 For information only, No. 98, see page 29.

EVANSVILLE DISTRICT—Northward

Siding Car Capacity	Station Numbers	Distance between Stations	TIME TABLE No. 26 December 17, 1944		SECOND CLASS			THIRD CLASS				
					58	54	52	78	360			
					Through Freight	Through Freight	Through Freight	Local Freight	Local Freight			
					Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday			
STATIONS					ARRIVE PM	ARRIVE PM	ARRIVE PM	ARRIVE PM	ARRIVE PM			
	126	2.4	BREWER..... w	5.10	11.59	11.50	2.45					
	129	2.1	RILEYSBURG.....									
	131	3.3	GESSIE.....	4.47		11.10						
	134	2.6	PERRYSVILLE.....									
94	137	4.2	DICKASON.....	4.35		10.55	11.36 ⁹² 10.55 ⁸⁸					
	141	2.6	CAYUGA.....	4.27	11.27	10.45						
78	144	3.2	WALNUT GROVE..... w	4.23	11.23	10.35						
	147	3.2	NEWPORT.....	4.18	11.18	10.20						
	149	2.8	DANA STORAGE.....									
	153	3.6	MONTEZUMA.....									
	155	7.6	HILLSDALE.....	4.05	11.00	9.55						
58	162	0.7	JACKSON..... w	3.52		9.35						
	163	1.4	CLINTON.....	3.50	10.51	9.30	8.40					
90	164	3.0	LYFORD.....	3.43	10.46	9.24	8.28					
87	167	4.6	ATHERTON.....	3.38	10.42	9.19	8.22					
56	172	1.9	OTTER CREEK JCT.	3.30	10.36	9.12	8.15					
111	174	2.7	DEWEY.....	3.25	10.33	9.07	8.05					
		0.8	HALEY.....	3.22 ⁸	10.30	9.01	8.00					
	177	0.2	LOCUST STREET.....	2.57					2.25			
	178	0.8	TERRE HAUTE.....									
	179	1.9	POPLAR STREET..... w	2.37 ¹	10.25	8.53						
56	180	1.4	BAKER.....	2.29	10.22	8.32 ¹⁰			2.10			
85	182	7.4	SPRING HILL.....	2.12	10.18	8.20			2.00			
93	189	3.2	PIMENTO.....	2.00	10.10	8.07			1.45			
69	192	0.7	SEIFERT.....	1.53	10.06	8.00			1.37			
	193	5.5	FARMERSBURG.....									
55	199	5.3	SHELBURN.....	1.40	9.59	7.50			1.00			
131	204	5.6	SULLIVAN..... c&w	1.30	9.53	7.43			12.30			
62	209	4.0	PAXTON.....	1.13	9.38	7.29			12.10			
77	214	6.7	CARLISLE.....	1.08	9.33	7.23			12.01			
77	220	4.7	OAKTOWN.....	12.58	9.25	7.15			11.47 ⁹⁹			
76	225	4.9	EMISON.....	12.51	9.19	6.56 ⁹⁸ 6.27 ^{51 93}			11.30			
80	229	5.1	SMITH.....	12.43	9.12	5.58			11.20			
72	235	1.7	VINCENNES.....	12.35	9.01	5.50 ⁸⁹			11.10			
148	236	4.6	ALICE..... w	12.30	8.56	5.40			11.00 ³⁶¹ 10.55 ⁵³			
41	241	5.4	PURCELL.....	12.25	8.48	5.30			10.21			
62	246	2.4	DECKER.....	12.15 ⁹⁹	8.41	5.17			10.00			
37	248	3.9	HAZLETON.....	12.01 ³⁶¹	8.30	5.10			9.46			
63	252	2.8	MILLER.....	11.55	8.24 ⁵¹	5.00 ¹			9.37			
	255	2.9	PATOKA.....						9.30			
77	258	0.7	GIBSON.....	11.45 ⁵³	7.58	4.39			9.23			
	259	3.8	PRINCETON.....						9.18			
60	263	2.5	KING.....	11.38	7.44	4.20			8.58			
	266	1.3	MT. VERNON JCT. w									
59	267	3.1	FORT BRANCH.....	11.31	7.34 ⁹³	4.09			8.49			
32	270	6.7	HAUBSTADT.....	11.26	7.23	4.05			8.44			
65	276	7.3	INGLE.....	11.18	7.15	3.55			8.35			
84	284	0.8	WANSFORD.....	11.05	7.05	3.45			8.20			
	285	1.3	BELT YARD.....	11.00	7.00	3.40			8.15			
		1.4	UNION TRACK JCT.									
	287		EVANSVILLE.....									
				AM LEAVE	PM LEAVE	PM LEAVE			AM LEAVE	AM 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 second crossover to East track south of Poplar Street Yard Office. East track extends from second 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. 26 December 17, 1944 STATIONS	FIRST CLASS				SECOND CLASS		THIRD CLASS			
				23	123	21	121	65	63	165	573	171	75
				The Silent Knight	So. Ill. Express	The Zipper	Egyptian Zipper	Through Freight	Through Freight	Through Freight	Local Freight	Local Freight	Local Freight
				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Monday, Wednesday, Friday	Daily Ex. Sunday	Tuesday, Thursday, Saturday
DNB	82.6		WOODLAND JCT.....	LEAVE AM 1.22	LEAVE AM	LEAVE PM 12.41	LEAVE PM	LEAVE AM 12.12	LEAVE PM 8.47	LEAVE AM	LEAVE AM	LEAVE AM	LEAVE AM 7.40
DB	87.5	4.9	BRYCE.....	1.27		12.46		12.22	8.55				7.50
DNB	92.3	4.8	GOODWINE.....	1.32		12.52		12.30	9.03				8.03
DB	96.1	3.8	FOUNTAIN CREEK.....	1.36		12.56		12.37	9.09				8.10
	99.8	3.7	HUSTLE.....	1.40		1.00		12.44	9.16				8.25
DNB	103.4	3.6	REILLY.....	1.44		1.05 ²²		12.51	9.28 ⁶²				8.35
DB	108.0	4.6	ELLIS.....	1.50 ⁶⁴		1.11		12.59	9.36				8.51
DNB	114.2	6.2	GERALD..... ^w	1.58		1.18		1.11	9.49				9.15
DB	120.0	5.8	ROYAL.....	2.04		1.24		1.21 ⁶⁴	9.58				9.40
DNB	125.9	5.9	GLOVER.....	2.11		1.31		1.30	10.08				10.00
	129.1	3.2	TIPTON.....										10.10
DNB	136.5	7.4	BLOCK.....	2.23		1.42		1.49	10.25				10.30
DB	140.0	3.5	BONGARD.....	2.28		1.46		1.57	10.30				10.45
	144.8	4.8	VILLA GROVE JCT.....										
DNB	145.1	0.3	VILLA GROVE..... ^w	s { 2.35 3.10 ⁶⁵	2.50 ⁶⁵	s { 1.54 2.02	2.10	{ 2.15 ²³ 4.05 ¹²³	{ 10.45 11.01	5.10		8.15	11.05
	146.3	1.2	V. E.....										
DB	148.9	2.6	WEST RIDGE.....			2.08	f 2.15						
	153.4	4.5	TUSCOLA..... ^c	3.28	s 3.05	c 2.14	s 2.23	4.19					
DNB	153.5	0.1	T. Y. TOWER.....	3.29	3.06	2.15	2.24	4.24	11.23	5.31			
	155.5	2.0	CRAIGS.....										
DB	159.4	3.9	BOURBON..... ^w				s 2.33	4.32					
DNB	164.7	5.3	ARTHUR..... ^c	3.44	s 3.21	2.27	s 2.41	4.44	11.41	5.51			
DB	168.4	3.7	CADWELL.....		f 3.26		s 2.48						
	173.1	4.7	CHIPPS.....										
DNB	176.1	3.0	SULLIVAN..... ^w	c 4.01	s 3.40	c 2.42	s 3.01	5.05	12.01	6.11			
	179.5	3.4	KIRKSVILLE.....				c 3.07						
	184.2	4.7	HALL..... ^{c&w}	4.18	3.56		3.17	5.20	12.15	6.26	7.00		
	185.2	1.0	FINDLAY..... ^w	c 4.21	s 3.59	2.56	s 3.19				7.05		
DNB	185.5	0.3	FINDLAY JCT.....	4.22	4.00	2.57	3.20	5.22	12.18	6.31	7.06	12.10	
DB	191.8	6.3	WESTERVELT.....	4.30		3.05		5.32			7.20		
	194.3	2.5	HENTON.....								7.30		
DB	199.3	5.0	DOLLVILLE.....			3.13		5.46			7.40		
	204.7	5.4	PANA SIDING..... ^w	4.47				6.01	12.50		7.50		
DNB	205.1	0.4	PANA.....	s 4.56		s 3.29		6.20	1.20		8.30		
	209.5	4.4	ROSAMOND.....										
	213.5	4.0	OHLMAN.....										
DN	218.2	4.7	NOKOMIS..... ^w										
	222.9	4.7	WITT.....										
	227.4	4.5	IRVING.....										
DN	232.4	5.0	HILLSBORO..... ^{c&w}										
	243.2	10.8	JOAN.....										
DN	252.9	9.7	LIVINGSTON..... ^w										
	265.9	13.0	GARD.....										
	274.5	8.6	HOPKINS.....										
D	275.1	0.6	MITCHELL YARD.....					10.00	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		4.40							
	288.0	6.7	WASHINGTON AVE..... ^s	7.03		c 4.59							
DN	290.4	2.4	ST. LOUIS.....	7.14		5.10							
				AM ARRIVE	AM ARRIVE	PM ARRIVE	PM ARRIVE	AM ARRIVE	AM ARRIVE	AM ARRIVE	PM ARRIVE	PM ARRIVE	AM 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 3—Page 23.

VILLA GROVE JCT.—See time of Westville District trains on page 16 as applying at Villa Grove Jct.
FINDLAY JCT.—Train orders and time of trains apply at end of double track.
No. 75 will handle milk and express.
No. 573 will handle milk and express to and from stations Pana to Findlay inclusive, except Henton.

ST. LOUIS DISTRICT—Northward

Siding Car Capacity	Station Numbers	Distance between Stations	TIME TABLE No. 26 December 17, 1944	FIRST CLASS				SECOND CLASS		THIRD CLASS				
				124	24	122	22	62	64	574	74	170	164	
				Chicago Express	The Silent Knight	Egyptian Zipper	The Zipper	Through Freight	Through Freight	Local Freight	Local Freight	Local Freight	Through Freight	
				Daily	Daily	Daily	Daily	Daily	Daily	Tuesday, Thursday, Saturday	Monday, Wednesday, Friday	Daily Ex. Sunday	Daily	
			ARRIVE AM	ARRIVE AM	ARRIVE AM	ARRIVE PM	ARRIVE PM	ARRIVE AM	ARRIVE PM	ARRIVE AM	ARRIVE PM	ARRIVE PM		
	83	4.9	WOODLAND JCT.		5.14		1.22	10.11	2.34		10.21			
	83 C 88	4.8	BRYCE		5.06			10.02	2.25		10.10			
	90 C 92	3.8	GOODWINE		5.01		1.13	9.52	2.18		10.00			
	88 C 96	3.7	FOUNTAIN CREEK		4.56			9.45	2.11		9.45			
	78 C100	3.6	HUSTLE		4.51			9.38	2.05		9.30			
	77 C103	4.6	REILLY		4.46		1.05 ²¹	9.28 ⁶³	2.00		9.15			
	89 C108	6.2	ELLIS		4.40		1.00	9.07	1.50 ²³		9.00			
	90 C114	5.8	GERALD	w	4.32		12.55	8.57	1.30		8.47			
	77 C120	5.9	ROYAL		4.24		12.50	8.48	1.21 ⁶⁵		8.29			
	100 C126	3.2	GLOVER		4.16		12.45	8.37	1.08		8.08			
	C129	7.4	TIPTON								7.55			
	80 C136	3.5	BLOCK		4.03		12.35	8.16	12.51		7.40			
	80 C140	4.8	BONGARD		3.58		12.31	8.08	12.45		7.30			
	C144	0.3	VILLA GROVE JCT.											
	C145	1.2	VILLA GROVE	w	2.19	s{3.49 3.19	s11.45	s{12.25 12.20	{7.55 6.55	{12.35 11.55		7.15	4.15	10.40
		2.6	V. E.			3.14	11.27	12.16	5.52	11.48				10.01
	C149	4.5	WEST RIDGE		1.57		f11.23		5.42	11.43				
	C153	0.1	TUSCOLA	s	1.51	c 3.06	s11.16	c12.09						
	64 C154	2.0	T. Y. TOWER		1.49	3.05	11.13		5.29	11.33				
	C156	3.9	CRAIGS											
	C159	5.3	BOURBON	w			s11.03		5.16	11.20				
	65 C165	3.7	ARTHUR	s	1.30	c 2.51	s10.53	11.56	5.06	11.11				
	C168	4.7	CADWELL	f	1.20	2.45	s10.45		4.58	11.03				
	C173	3.0	CHIPPS											
	92 C176	3.4	SULLIVAN	w	s 1.10	s 2.35	s10.34	s11.44	4.44	10.50				
	C180	4.7	KIRKSVILLE				c10.26							
	85 C184	1.0	HALL	c&w		2.21	10.19	11.29	4.26	10.30	1.45			
	C185	0.3	FINDLAY	w	s12.45	c 2.16	s10.16				1.30			
	C186	6.3	FINDLAY JCT.		12.41	2.15	10.14	11.28	4.23	10.27	1.25		1.45	8.10
	84 Y192	2.5	WESTERVELT			2.08		11.22	4.13	10.16	1.08			
	Y194	5.0	HENTON								12.58			
	84 Y199	5.4	DOLLVILLE			2.00		11.15	3.58	10.04	12.48			
	60 Y204	0.4	PANA SIDING	w		1.53			3.47	9.47	12.32			
	Y205	4.4	PANA			s 1.52		s11.09	3.45	9.45	12.30			
	Y209	4.0	ROSAMOND											
	62 Y213	4.7	OHLMAN											
	66 Y218	4.7	NOKOMIS	w										
	103 Y222	4.5	WITT											
	55 Y227	5.0	IRVING											
	93 Y232	10.8	HILLSBORO	c&w										
	Y243	9.7	JOAN											
	70 Y253	13.0	LIVINGSTON	w										
	71 Y266	8.6	GARD											
		0.6	HOPKINS											
	Y276	0.6	MITCHELL YARD						1.15	7.45	7.00			
		0.5	LENOX			12.32								
		2.5	MITCHELL											
	Y279	2.6	NAMEOKI											
	Y282	6.7	GRANITE CITY			c12.26		9.57						
		2.4	WASHINGTON AVE.			12.07		c 9.43						
	Y290		ST. LOUIS			11.59		9.35						
					AM	PM	AM	AM	PM	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 3—Page 23.

VILLA GROVE JCT.—See time of Westville District trains on page 16 as applying at Villa Grove Jct.
FINDLAY JCT.—Train orders and time of trains apply at end of double track.
No. 74 will handle milk and express.
No. 574 will handle milk and express to and from stations Pana to Findlay inclusive, except Henton.

SALEM DISTRICT—Southward

Train Order Stations	Distance from Chicago	Distance between Stations	FIRST CLASS			THIRD CLASS								
			TIME TABLE			125	123	121	165	177	175	173	181	179
			No. 26			Passenger Equipment	So. Ill. Express	Egyptian Zipper	Through Freight	Local Freight	Local Freight	Local Freight	Mixed	Local Freight
			December 17, 1944			Daily	Daily	Daily	Daily	Monday, Wednesday, Friday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Monday, Wednesday, Friday
STATIONS			LEAVE AM	LEAVE AM	LEAVE PM	LEAVE AM	LEAVE AM	LEAVE AM	LEAVE AM	LEAVE AM	LEAVE AM			
DN	185.5		FINDLAY JCT.		4.00	3.20	6.31				8.15			
.....	192.8	7.3	FAIR GROUND	w	4.09	3.30	6.43				8.31			
.....	193.9	1.1	SHELBYVILLE		s 4.16	s 3.34								
.....	198.4	4.5	BAXTER			3.42								
.....	200.1	1.7	CLARKSBURG		4.28	f 3.46								
DN	204.5	4.4	MODE		s 4.43	s 3.55	7.19				11.25 ¹⁷²			
.....	208.1	3.6	HOLLAND			4.02								
.....	212.9	4.8	MOCCASIN		4.55	s 4.10	7.31							
DN	218.9	6.0	ALTAMONT		s 5.12	s 4.25	7.53							
DN	224.4	5.5	S. X. TOWER	w	5.19	4.33	8.03				12.30			
.....	224.6	0.2	ST. ELMO		s 5.22	s 4.35								
.....	229.7	5.1	ST. JAMES		5.29	s 4.44	8.14							
D	233.2	3.5	LOGOOTEETEE		s 5.34	s 4.50								
D	235.7	2.5	ST. PETER		s 5.39	s 4.55	8.46 ¹⁷²							
.....	242.4	6.7	KINMUNDY		s 5.49	s 5.08								
DN	242.7	0.3	K. J. TOWER		5.50	5.09	9.07							
.....	248.2	5.5	BRUBAKER			5.16	9.15							
DN	252.1	3.9	SALEM YARD	w	6.07	{ 5.23 ¹⁶⁴ 5.33	{ 9.30 11.35		9.01		2.20			
.....	253.8	1.7	SALEM		s 6.18	s 5.39								
DN	254.1	0.3	S. A. TOWER		6.19	5.40	11.40							
.....	260.0	5.9	CARTTER		f 6.27	s 5.49								
D	263.3	3.3	KELL		s 6.32	s 5.56	11.59							
.....	267.2	3.9	TEXICO		f 6.37	s 6.03	12.07							
.....	275.7	8.5	MT. VERNON	w	s 6.59	s 6.18	12.32 ¹⁶⁴		{ 11.32 ¹⁷⁴ 1.20 ¹⁶⁴					
DN	276.2	0.5	V. N. TOWER		7.00	6.20	12.35 ¹⁷⁵							
.....	283.7	7.5	BONNIE		7.09	f 6.32								
D	287.2	3.5	INA		s 7.16 ²²	s 6.39	12.55							
.....	291.7	4.5	WHITTINGTON		s 7.23	s 6.47								
DN	298.0	6.3	BENTON		s 7.38	s 7.01	1.15		1.50					
DN	305.0	7.0	WEST FRANKFORT ^{c&w}		s 8.00	s 7.20	1.35	6.45	2.45					
D	310.7	5.7	JOHNSTON CITY		s 8.10	s 7.30								
.....	311.3	0.6	BARLOW		8.12	7.32	1.55 ¹⁷⁶	7.13						
DN	316.6	5.3	MARION		s 8.27	s 7.44		7.54						
.....	316.9	0.3	MARION SIDING		8.28	7.50 ¹²⁴	2.35	8.06						
.....	321.8	4.9	HUDGENS		8.35	7.56	2.43							
DN	324.0	2.2	NEILSON		f 8.40	f 8.01	2.47	8.20						
DN	329.3	5.3	GOREVILLE	w	s 8.56	s 8.15	3.01	8.35						
.....	334.0	4.7	OMAR		9.06	8.25	3.10	8.50						
.....	336.4	2.4	BUNCOMBE		c 9.13	c 8.33		9.05						
.....	339.7	3.3	WEST VIENNA		s 9.21 ¹⁷⁷	f 8.39		9.21 ¹²³						
DN	339.8	0.1	W. V. TOWER			8.40	3.22	9.26						
.....	340.8	1.0	BRUCE		9.23	8.42	3.24	9.28						
DN	345.3	4.5	CYPRESS	c&w	5.00 s 9.38 ¹⁶⁴	9.00	3.45	9.35			10.37	10.45		
.....	347.6	2.3	JOPPA JCT.		5.05	9.54	3.49				10.55	11.05		
.....	351.1	3.5	PERKS	w		c 10.03 ¹⁷⁸								
.....	356.5	5.4	ULLIN			s 10.18		4.04						
DN	362.8	6.3	TAMMS			s 10.28								
D	369.3	6.5	OLIVE BRANCH			s 10.43		4.41						
DN	378.0	8.7	THEBES	w		11.15		5.10				1.08		
.....	379.7	1.7	GALE JCT.											
.....	380.3	0.6	NORTH JCT.											
DN	394.4	14.1	CHAFFEE				7.00							
					AM	AM	PM	PM	AM	PM	AM	PM		
					ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	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.
 WEST FRANKFORT—Train orders and time of trains apply at train order signal.
 CYPRESS—Train orders for and time of No's 121, 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 station.
 No. 125 will lose right and schedule when one hour late.

SALEM DISTRICT—Northward

Siding Car Capacity	Station Numbers	Distance between Stations	TIME TABLE No. 26 December 17, 1944	FIRST CLASS					THIRD CLASS				
				122	124	164	180	174	176	172	178		
				Egyptian Zipper	Chicago Express	Through Freight	Mixed	Local Freight	Local Freight	Local Freight	Local Freight		
			STATIONS	Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Tuesday, Thursday, Saturday	Daily Ex. Sunday	Tuesday, Thursday, Saturday		
				ARRIVE AM	ARRIVE AM	ARRIVE PM	ARRIVE AM	ARRIVE PM	ARRIVE PM	ARRIVE PM	ARRIVE AM		
	C186	7.3	FINDLAY JCT.	10.14	12.41	8.10							
75	C193	1.1	FAIR GROUND	10.04	12.31	7.57					2.45		
	C194	4.5	SHELBYVILLE	10.02	12.29						2.05		
	C198	1.7	BAXTER	9.52									
75	C200	4.4	CLARKSBURG	9.49	12.16								
68	C205	3.6	MODE	9.43	12.08	7.05					11.25 ¹⁷³		
	C208	4.8	HOLLAND	9.35									
83	C213	6.0	MOCCASIN	9.29	11.54	6.45							
75	C219	5.5	ALTAMONT	9.18	11.44								
60	C223	0.2	S. X. TOWER		11.31	6.30					9.45		
	C224	5.1	ST. ELMO	9.08	11.30								
75	C230	3.5	ST. JAMES	8.59	11.20	6.12							
	C233	2.5	LOGOOTE	8.53	11.13								
75	C236	6.7	ST. PETER	8.46 ¹⁶⁵	11.08	6.01					8.46 ¹⁶⁵		
	C242	0.3	KINMUNDY	8.34	10.56								
72		5.5	K. J. TOWER	8.32	10.54	5.48					8.10		
	C248	3.9	BRUBAKER	8.22									
	C252	1.7	SALEM YARD	8.15	10.39	5.23 ¹²¹ 2.10		3.00			7.45		
	C254	0.3	SALEM	8.05	10.29								
103		5.9	S. A. TOWER	7.59	10.23	2.05							
	C260	3.3	CARTTER	7.52	10.14								
95	C263	3.9	KELL	7.47	10.08								
76	C267	8.5	TEXICO	7.41	10.01								
71	C276	0.5	MT. VERNON	7.31	9.47	12.32 ¹⁷⁵ 12.01 ¹⁷⁴		1.20 ¹⁶⁴ 11.32 ¹⁶⁵					
		7.5	V. N. TOWER										
	C284	3.5	BONNIE	7.21	9.27								
96	C287	4.5	INA	7.16 ¹²³	9.21	11.40							
	C292	6.3	WHITTINGTON	7.02	9.12								
73	C298	7.0	BENTON	6.55	8.50	11.20		8.40					
69	C305	5.7	WEST FRANKFORT	6.40	8.35	11.00		8.15		2.30			
	C311	0.6	JOHNSTON CITY	6.30	8.14								
75	C312	5.3	BARLOW	6.27	8.10					1.55 ¹⁶⁵			
	C317	0.3	MARION	6.20	7.55								
75	C318	4.9	MARION SIDING	6.17	7.50 ¹²¹	10.32				1.20			
	C322	2.2	HUDGENS	6.12	7.43								
	C324	5.3	NEILSON	6.08	7.38	10.22				12.10			
75	C329	4.7	GOREVILLE	6.00	7.28	10.12							
74	C333	2.4	OMAR	5.50	7.18	10.05							
	C336	3.3	BUNCOMBE	5.46	7.12								
	C340	0.1	WEST VIENNA	5.40	7.04								
		1.0	W. V. TOWER	5.39		9.50				10.29			
64	C341	4.5	BRUCE	5.37	7.02	9.45				10.22			
75	C345	2.3	CYPRESS	5.30	6.55	9.38 ¹²³	9.15			10.01		10.37	
	C348	3.5	JOPPA JCT.	5.20	6.45		9.05					10.25	
	C351	5.4	PERKS		6.37	9.02						10.03 ¹²³	
75	C357	6.3	ULLIN		6.24	8.50							
75	C363	6.5	TAMMS		6.10	8.35						9.39	
33	C369	8.7	OLIVE BRANCH		5.55								
	C378	1.7	THEBES		5.40	8.01						8.30	
		0.6	GALE JCT.										
		14.1	NORTH JCT.										
	C394		CHAFFEE			7.15							
				AM LEAVE	PM LEAVE	AM LEAVE	AM LEAVE	AM LEAVE	AM LEAVE	AM LEAVE	AM LEAVE	AM 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.
 WEST FRANKFORT—Train orders and time of trains apply at train order signal.
 CYPRESS—Train orders for and time of No's 121, 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 station.

Southward—WESTVILLE DISTRICT—Northward

THIRD CLASS		FIRST CLASS			Train Order and Block Stations	Distance from Chicago	Distance between Stations	TIME TABLE		Station Numbers	Siding Car Capacity	FIRST CLASS		THIRD CLASS	
87	77	‡239	121	‡237				No. 26				122	‡238	86	76
Local Freight	Local Freight	Miner Train	Egyptian Zipper	Miner Train				December 17, 1944				Egyptian Zipper	Miner Train	Local Freight	Local Freight
Tuesday, Thursday, Saturday	Daily Ex. Sunday	Daily Ex. Sunday and Holidays	Daily	Daily Ex. Sunday and Holidays	STATIONS		Daily	Daily Ex. Sunday and Holidays	Tuesday, Thursday, Saturday	Daily Ex. Sunday					
LEAVE AM	LEAVE AM	LEAVE PM	LEAVE PM	LEAVE AM						ARRIVE PM	ARRIVE PM	ARRIVE AM	ARRIVE PM		
			12.20			123.2		DANVILLE.....	123	1.55					
	7.10		12.23		DNB	123.0	0.2	NORTH YARD.....w	123	1.51			1.25		
	7.15		12.25	5.40		123.6	0.6	RILEY TRACK.....		1.49	5.00		1.20		
	7.30		s12.34	s 5.57	DB	128.8	5.2	GRAPE CREEK.....	W129	38	s 1.39	s 4.42	1.07		
	7.45		s12.44	s 6.10		132.4	3.6	WESTVILLE.....	W132		s 1.29	s 4.30	12.55		
	7.55		12.45 ⁷⁶	6.11	DNB	132.8	0.4	W. R. TOWER.....			1.25	4.28	12.45 ¹²¹		
		4.00	12.49			136.1	3.3	PEABODY JCT.....			1.20		11.52		
		4.05	12.51	6.45		136.8	0.7	BUNSEN SWITCH.....			1.19	4.20			
	8.05										1.18		11.48		
	8.15		s12.57		D	142.1	5.3	INDIANOLA.....	W142	48	s 1.12		11.40		
			1.01			145.3	3.2	SCONCE.....			1.08				
9.01	8.27		1.02			145.6	0.3	SIDELL JCT.....w			1.07	9.20	11.27		
9.04	8.40		s 1.05 ¹²²		D	146.5	0.9	SIDELL.....	W146		s 1.05 ¹²¹	9.15	11.25		
	8.50		1.10			150.1	3.6	HASTINGS.....	W150		12.55		11.10		
	9.00		s 1.14		D	152.6	2.5	ALLERTON.....	W153		s12.52		11.05		
	9.10		s 1.19		D	155.7	3.1	BROADLANDS.....	W156		s12.48		10.56		
	9.20		s 1.26		D	159.7	4.0	LONGVIEW.....	W160		s12.43		10.46		
	9.30		f 1.30		D	161.9	2.2	FAIRLAND.....	W162		f12.37		10.41		
	9.37		1.35			164.9	3.0	VILLA GROVE JCT.....	C144		12.32		10.35		
	9.55		s 1.40		DN	165.2	0.3	VILLA GROVE.....w	C145		s12.30		10.30		
AM ARRIVE	AM ARRIVE	PM ARRIVE	PM ARRIVE	AM ARRIVE						PM LEAVE	PM LEAVE	AM LEAVE	AM 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 5 page 23.
 No. 77 is superior to No. 76 and No. 86.

No. 87 is superior to No. 86,

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.

No. 239 will use its schedule from Peabody Jct. to Bunsen Switch and No. 238 from Bunsen Switch to Riley Track without Blank A.

BRANCHES

FREELAND PARK BRANCH Danville District				CISSNA PARK BRANCH Danville District				JUDYVILLE BRANCH Danville District									
Distance between Stations*	TIME TABLE No. 26 December 17, 1944			Station Numbers	Station Tracks Car Capacity	Distance between Stations*	TIME TABLE No. 26 December 17, 1944			Station Numbers	Station Tracks Car Capacity	Distance between Stations*	TIME TABLE No. 26 December 17, 1944			Station Numbers	Station Tracks Car Capacity
	STATIONS						STATIONS						STATIONS				
5.4	MILFORD JCT.		89	2.6	CISSNA JCT.		93	3.0	ROSSVILLE JCT.		107						
2.6	STOCKLAND		F95	2.9	ALONZO		B95 12	4.1	JOHANNOTT								
2.6	DAWSON PARK		F98 27	1.9	GOODWINE		C92 25	1.8	PENCE		K114 24						
2.6	FREELAND PARK		F100 40	3.7	CLAYTONVILLE		B100 23	4.4	STEWART		K116						
					CISSNA PARK		B104 40		JUDYVILLE		K121 15						

SIDELL BRANCH—Westville District								MT. VERNON BRANCH—Evansville District															
SOUTHWARD Third Class 87 Local Freight Tuesday, Thursday, Saturday				TIME TABLE No. 26 December 17, 1944				NORTHWARD Third Class 86 Local Freight Tuesday, Thursday, Saturday				SOUTHWARD Third Class 303 Mixed Daily Ex. Sunday				TIME TABLE No. 26 December 17, 1944				NORTHWARD Third Class 302 Mixed Daily Ex. Sunday			
STATIONS				STATIONS				STATIONS				STATIONS				STATIONS							
LEAVE AM	107.1	ROSSVILLE JCT.	w	107	10.25	12.50	266.7	D N	FORT BRANCH	267	11.35	ARRIVE PM											
8.08	111.8	HENNING		D112	10.13	12.55	265.4	1.3	MT. VERNON JCT.	w	266	11.30											
8.15	115.9	JAMESBURG		D116	10.06	f 1.25	47	271.5	D	6.1	OWENSVILLE	M272	f11.17										
8.22	119.8	COLLISON		D120	9.59	1.31	5	274.4	2.9	MOUNTS	M275	f11.11											
8.31	125.4	BROTHERS		D125	9.50	f 1.37	23	277.4	D	3.0	CYNTHIANA	M278	f11.05										
8.35	127.5	BRONSON		D128	9.46	f 1.50	55	281.8	D	4.4	POSEYVILLE	M282	f10.50										
8.45	132.1	RYAN		D132	9.36			282.2	0.4	I. C. CROSSING	M283												
8.53	136.1	JAMAICA		D136	9.28	f 2.05	18	286.5	D	4.3	WADESVILLE	M288	f10.35										
8.57	138.6	MAIZETOWN		D139	9.24	2.17		291.8	5.3	OLIVER	M294	f10.23											
9.01 AM	141.4	SIDELL JCT.	w	W141	9.20	2.25		295.7	3.9	SOLITUDE	M298	f10.15											
ARRIVE AM					9.20	2.40		301.3	5.6	L. & N. RY.	M304												
					AM LEAVE	PM		302.1	D	0.8	MT. VERNON	c&w	M305	10.00									
						ARRIVE						AM LEAVE											

No. 87 is superior to No. 86.

BRAZIL BRANCH—Evansville District								JOPPA BRANCH—Salem District															
SOUTHWARD Third Class 181 Mixed Daily Ex. Sunday				TIME TABLE No. 26 December 17, 1944				NORTHWARD Third Class 180 Mixed Daily Ex. Sunday				SOUTHWARD Third Class 181 Mixed Daily Ex. Sunday				TIME TABLE No. 26 December 17, 1944				NORTHWARD Third Class 180 Mixed Daily Ex. Sunday			
STATIONS				STATIONS				STATIONS				STATIONS				STATIONS							
3.1	OTTER CREEK JCT.		172	10.55	347.6	JOPPA JCT.		C348	9.05	ARRIVE AM													
1.5	BURNETT		E175	10.57	348.5	0.9	CHASCO	J348	f 8.55														
2.8	BURNETT SIDING		E176 10	10.59	349.4	0.9	RAGO	J349	f 8.46														
4.3	DIXIE LINE MINE		E179	s11.07	D	351.5	2.1	KARNAK	J352	5	s 8.40												
1.0	BRAZIL CLAY CO.		30	s11.20	D	355.5	4.0	BOAZ	J356	6	s 8.20												
	BRAZIL		E185	11.55	D	363.3	7.8	JOPPA	J363		8.00												
				AM							AM LEAVE												

PASSENGER TRAINS—CONDITIONAL STOPS

- No. 1—Glenwood, Hillsdale, Paxton and Ingle to load or unload mail.
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—Alvin to discharge revenue passengers from Danville and regular stops and to receive revenue passengers for Hoopeston and regular stops.
Martinton to receive revenue passengers for Englewood and Chicago.
Beecher to receive passengers for Chicago Heights, Englewood and Chicago.
Kensington to discharge revenue passengers from Momence and points south.
- No. 9—South Holland, Thornton, Crete, Papineau, Martinton, Pittwood, Milford, Cayuga, Carlisle to discharge revenue passengers from Chicago and Englewood.
Cayuga to receive revenue passengers for regular stops.
Fort Branch to receive or discharge revenue passengers.
- No. 10—Glenwood to load or unload mail.
At all flag stops to load or unload parcel post, mail or express, daily except Sunday, except Farmersburg, Newport, Cayuga, and Goodenow.
Woodland to discharge revenue passengers from Danville and stations south and receive revenue passengers for Englewood, 47th Street and Chicago.
- No. 21—Watseka and 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.
Tuscola and Watseka to discharge revenue passengers from St. Louis.
Chicago Heights daily except Sunday and holidays, to receive U.S. Mail. To discharge revenue passengers from St. Louis, Hillsboro, Pana, Sullivan, Villa Grove and for revenue passengers from stations served by No. 122.
- No. 23—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.
Tuscola, Arthur, Sullivan and Findlay, to receive revenue passengers for Pana and schedule stops south of Pana.
Nokomis and Livingston, to discharge revenue passengers from Chicago and Englewood.
Hillsboro, regular stop.
Mitchell Yard, to discharge employees 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.
Livingston and Nokomis, to receive revenue passengers for Englewood and Chicago.
Findlay, to discharge revenue passengers from St. Louis and Hillsboro.
Arthur and Tuscola, to discharge revenue passengers from St. Louis, Hillsboro and Pana.
Watseka, 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.
Watseka on signal to receive revenue passengers for Englewood and Chicago.
Mitchell Yard on flag to receive employees.
- No. 88—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. 89—Chicago Heights to receive revenue passengers for Evansville and South. Watseka and Hoopeston to discharge revenue passengers from Chicago and Englewood and to receive revenue passengers for Evansville and South. Clinton, Sullivan and Princeton on signal to receive revenue passengers for Evansville and L&NRR stations south of Evansville.
- No. 92—Princeton, Sullivan, Hoopeston, Watseka, Momence and Chicago Heights to discharge revenue passengers from Tullahoma, Tenn. and points south of Tullahoma.
- No. 93—Clinton to discharge revenue passengers from Chicago and Englewood, and on signal to receive revenue passengers for Tullahoma, Tenn. and points south of Tullahoma.
Sullivan to discharge passengers from Chicago and Englewood and on signal to receive revenue passengers for Tullahoma, Tenn., and points south of Tullahoma.
Princeton, to discharge revenue passengers from Chicago, Englewood, Danville and Terre Haute, and on signal to receive revenue passengers for Tullahoma, Tenn. and points south of Tullahoma.
- No. 95—Chicago Heights on signal to receive revenue passengers for Tullahoma, Tenn. and points south of Tullahoma.
Momence, Watseka and Hoopeston to receive revenue passengers for points south of Evansville.
Princeton to receive revenue passengers for Nashville and south.
- No. 96—Sullivan and Clinton to receive revenue passengers for Englewood and Chicago.
- No. 97—Momence to discharge revenue passengers from Chicago and Englewood, and on signal to receive revenue passengers for Evansville and points south of Evansville.
Watseka and Hoopeston to discharge revenue passengers from Chicago and Englewood and to receive revenue passengers for Danville, Terre Haute, Vincennes, Princeton, Evansville and points south of Evansville.
Milford to discharge revenue passengers from Chicago and Englewood.
Hoopeston 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.
- No. 121—Kirksville and Buncombe to load or unload mail.
- No. 122—Kirksville and Buncombe to load or unload mail.
- No. 123—Buncombe and Perks to load or unload mail.
- No. 124—Buncombe and Perks to load or unload mail.

RULE— GENERAL INSTRUCTIONS

1—DOUBLE TRACK IS OPERATED between Yard Center and cross-overs just south of Wabash crossing at North Yard: Cory and Clinton; Villa Grove Jet. and Findlay Jet.

THREE TRACKS ARE OPERATED between crossovers just south of Wabash crossing at North Yard and Cory. These tracks are numbered, commencing with No. 1 for the most westerly track and continuing east as No. 2 and No. 3.

Current of traffic: Track 1 southward. Track 2 northward. Track 3 northward.

Movements may be made in either direction on tracks 1, 2 or 3 if signal indicates proceed.

Southward movements governed by automatic color light dwarf signals located just south of Wabash. Northward movements governed by northward home signals at Cory. These signals govern movements in both directions as if on single track.

Northward color light dwarf signals just north of Fairchild Street are part of the automatic block signal system when switches are lined for northward track.

Southward movements stopped by dwarf signal south of Wabash must obtain permission from operator Cory before moving, then move complying with automatic block signal rules except movements by yard or road engines to couple on or take cars off train.

The most easterly track between Cory and North Yard is a running track and may be used in either direction, governed by Rule 116.

2—Auxiliary lines when recalling flagman: Woodland Jet—St. Louis District. Villa Grove Jet and North Yard—Westville District. Findlay Jet—Salem District.

3—When transmitting orders to a train where no operator on duty, such orders must be copied by conductor or engineer and both engineer and conductor must have copy of this order. When practicable, copy of such orders will be delivered at first open train order station.

4—Cars of explosives and inflammables protected by placards with instructions for handling as required by law. Regulations for handling explosives and other dangerous articles are published in pamphlets furnished on application. Employees must provide themselves with a copy and be governed thereby.

5—Hose connections between passenger cars, or between engine or engines and cars must not be pulled apart. Close both angle cocks and uncouple hose by hand.

6—Trains must be inspected at each opportunity, giving careful attention to journals, brake and draft rigging. While the train is in motion, trainmen and enginemen must keep a close watch on the cars and be on the lookout for any signals affecting the movement of their train.

7—Conductor notify postal clerk on train when cars are picked up containing storage or other U. S. mail.

8—Look out for camp, tool and caboose cars parked on auxiliary tracks. Handle carefully to avoid personal injury or damage.

9—Passengers must be handled on station platform. If coaches do not reach platform, second stop must be made.

10—SPEED RESTRICTIONS:

a—Speed restrictions apply to entire train between points restricted.

b—Except as otherwise restricted, trains and engines must not exceed:

	Psg. MPH	Frt. MPH
Interlocking plants.....	60	40
Yard Center to Evansville.....	80	55
Woodland Jet. to Pana.....	80	55
Findlay Jet. to Goreville.....	50	45
Goreville to Cypress.....	40	40
Cypress to Tamms.....	30	30
Tamms to Thebes.....	40	40
All Mine Branches.....	20	20

Engines light in forward movement with or without caboose or coach..... 45 45

Engines backing with or without cars..... 30 30

c—Engines of the 1900 class in passenger service.. 65 .. 45

d—Santa Fe type engines..... .. 45

e—Consolidated engines when doubleheaded with 1800—1900—2000 or 4000 class or Pacific type engines 35 MPH operating light or with caboose or coach only 25 MPH.

f—Engines moving in tow or under steam: When main rods are removed, twenty-five (25) MPH. When main rods and part or all of side rods are removed, twenty (20) MPH.

g—Diesel engines in tow: Handle next to caboose and light 30 MPH.

h—Engines without engine truck 20 MPH.

i—Trains handling Steam Derrick, Pile Driver, Locomotive Crane and Ditcher, handle in rear of train:

Yard Center to Evansville, Woodland Jet. to Pana 35 MPH, except around curves 25 MPH.

Findlay Jet. to Cypress 25 MPH, except around curves 20 MPH.

Cissna Jct. to Goodwine, Sidell Branch, Westville to Villa Grove Jet. and Cypress to Thebes 20 MPH, except around curves 15 MPH.

Danville to Westville, Brazil and Mt. Vernon Branches 15 MPH except around curves 10 MPH. On other Branch Lines 10 MPH.

j—Trains handling loaded tank cars, ten (10) or more in one group, will not exceed 35 miles per hour on Salem District and 40 miles per hour on other districts.

k—Trains must be under control when starting onto bridge 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.

l—At various points approaching restricted territory, permanent speed restriction signals are placed approximately 3000 feet in advance of point of restriction. 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 "RS." Where two restrictions are shown, the first applies to passenger trains and the second to freight trains.

11—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 with arms down 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 with arms down, 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 crossing 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.

12—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 trains Stop within 800 ft. of crossing and **POSITIVELY ASCERTAIN THAT WAY IS CLEAR.**

Indiana law requires 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.

13—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.

14—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.

15—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.

16—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.

17—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 Dolton Jet. to North Yard and Brewer to Jackson. Approaching automatic signal indicating stop engineman may forestall ramp and make stop for signal by operating brake valve by hand. When stopped by ramp, be governed by rule 509a.

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

Train stop system is not connected with second arm of home signals. When this unit is clear, engineman may forestall home signal ramp.

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

When necessary to cut train stop system out of service enroute, 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, train may then proceed at normal speed when authorized by message from Chief train dispatcher. 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 both must comply with Rule 34, Book of Rules.

b—GRS System—While operating between Pana and Mitchell Yard, be governed by Big 4 rules and instructions. Enginemen must know before leaving terminal 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—Yard Center, Steger, Coaler North End Northward Siding. Clinton, Sullivan, Ind., Union Track Junction and Villa Grove Jet. are so connected that wheels when trailing through, will force the switch points open and allow free passage without operating switch by hand. When movement is completed, switch points are automatically returned to normal by spring pressure. A signal governing facing movements is located at switch to 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 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 some 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 6—"c" conditional stop.

f—Rule 14 (n)—Two long, one short and one long.

g—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.

h—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.

Rule 19 and diagrams pages 113, 114 and 115. Nos. 98 and 99 marker lamps show red to rear and yellow to side and front. When clear of main track marker lamps will not be lighted.

i—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.

j—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.

k—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.

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

Rule 103—B applies within yard limits except when in charge of a crew or otherwise protected.

Rule 119—Trains receiving 19 Order reduce speed to twenty-five (25) M. P. H., to insure delivery with safety. If orders are missed by enginemen or trainmen, the train must be stopped until copies of the train orders are obtained.

m—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.

n—Form D-R. Page 52. Last paragraph is cancelled.

o—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.

p—Rule 221—When a train order or telegraph bulletin is to be delivered where the normal position of the signal is clear, the operator must display the stop indication and respond "SD" before taking the order or telegraph bulletin. After 19 form order is repeated completed by train dispatcher and ready for delivery, the operator will then place the train order signal in caution or diagonal position.

q—Rule 317—Third paragraph—A passenger train following a freight train into a block must be spaced five minutes behind such freight train.

r—Rules 501 and 601 and diagrams Pages 102 and 103. Name "Caution Signal" changed to "Approach Signal." Approach Signal means 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.

s—Rule 601 and diagram Page 105. Aspects and indications of dwarf signals at interlocking plants are:

Aspect	Indication	Name
Red (Arm Horizontal)	Stop	Stop
Yellow (Arm Diagonal)	Proceed prepared to stop short of train ahead, obstruction or switch not properly lined and look out for broken rail.	Restricting
Green (Steady light or arm vertical)	Proceed, not exceeding ten (10) miles per hour within interlocking limits.	Slow-Clear
Green (flashing light)	Proceed	Clear

t—Rule 671—High home signals at interlocking plants such as Spring Hill 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 Brewer.
- 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—Lower arms of semaphore signal at Wabash crossing govern C&EI movements across Wabash on all tracks. These signals are not authority to disregard law or rule to stop. No. 122 will, unless otherwise instructed, use southward track from North Yard to Danville station. No. 121 leaving Danville 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. Trains and Engines to and from Westville District, before entering or crossing over southward track 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 Jet. 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. When home signal displays approach indication, northward trains must reduce speed to permit orders to be picked up at train order station if flag or light is displayed on train order signal mast.

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.
- d—COALER—Northward trains may pass train order signal at stop, a sufficient distance to take coal and water before signing train orders.

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—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 Union Track Jct.
- b—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.
- c—DWARF SIGNALS at Clinton, Otter Creek Jet, Spring Hill, Sullivan (North end Siding), Gibson, Princeton are automatic block signals.
- d—Both, northward and southward automatic signals are on the same signal mast at:
Terre Haute—south of Chestnut street.
Seifert—north end of yard.
Vincennes—north end of siding.
Princeton—south end of old siding.

7—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.

8—SULLIVAN—When delivering to IC in west wye, air must be coupled and working on all cars.

- a—ALICE—Southward trains may pass train order signal at stop, a sufficient distance to take water before signing train orders.

9—PATOKA—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.

10—Ft. Branch-Siding may be blocked without notice.

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 Jct. to Belt Yard.
IC..... Belt Railway Devon St., to Belt Yard and West Running Track to Garvin St.

- b—Engines for passenger service will move from Wansford to Evansville as follows:

For Trains	Wansford	Union Track Jct.
96.....	12.20 AM.....	12.30 AM
88.....	6.50 AM.....	7.00 AM
92.....	7.25 AM.....	7.35 AM
8.....	11.45 AM.....	11.55 AM
98.....	5.00 PM.....	5.10 PM
10.....	5.00 PM.....	5.10 PM
90.....	10.00 PM.....	10.10 PM
94.....	11.30 PM.....	11.40 PM

Such engines must procure Blank A at Wansford. They are superior to second, third class and extra trains, yard and transfer engines and motors, and the train they are to handle, but must move under such control as will prevent accident and must not exceed 5 miles per hour unless the main track is seen or known to be clear.

- 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 third class and extra trains or 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 just south of new highway. 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 at road crossing at plant.

- a—Dixie Line Mine—Engines must not be operated under tipple.

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—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.

- c—Rules 501 to 513 in effect between Sullivan and Findlay Jct.

d—Automatic block signal rules apply to signals 147-8 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 hold signal 146-4 at stop.

Before opening derail observe closely to ascertain if a train approaching on northward main.

The indications of these two automatic block signals do not supersede manual block or other rules when entering or using the main tracks at V. E.

DISTRICT INSTRUCTIONS—Continued

- 16—VILLA GROVE—Rule 96, Book of Rules. Chief train dispatcher at Danville may authorize sections between Villa Grove and Woodland Junction.
 Chief train dispatcher at Salem may authorize sections 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 Jet., and Chief train dispatcher at Salem may issue orders annulling schedules between Villa Grove and Pana.

SALEM DISTRICT

- 17—BLOCK INFORMATION:
 a—NEILSON—GOREVILLE—Neilson will space southward trains ten minutes, and Goreville will space northward and southward trains ten minutes with train order signal. Blank A will be issued showing time train may proceed.
- 18—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.
- 19—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—Movements over highway crossings on Old Ben No. 15 and Orient leads must be protected by a flagman.
 b—The lead to West 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.
- 20—SIDINGS MAY BE BLOCKED WITHOUT NOTICE AS FOLLOWS:
 SX Tower, SA Tower, Mt. Vernon, West Frankfort.
- 21—JOPPA—Expect to find cars on main track without notice.

WESTVILLE DISTRICT

- 22—BLOCK INFORMATION:
 a—Rules 301 to 375 in effect between North Yard and W. R. Tower. Train order signal at North Yard is also the manual block signal governing movements to the Westville District.
 b—VILLA GROVE—See rule 16a and b page 21. Trains will secure permission from operator at Villa Grove to enter the block and report when clear of block at Villa Grove Jet., when leaving.
- 23—Westville District trains must secure Blank A at North Yard.

SIDELL BRANCH

- 24—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 Jet.	TP 20-35
Chicago Heights	Signal 26-7	TP 29-8
Momence	TP 48-40	TP 51-45
Wateka	MP 76	Signal 80-4
Milford	MP 87	Milford Jet. (7:00 AM to 6:00 PM daily except Sunday)
Hoopeston	MP 98	MP 100 (7:00 AM to 6:00 PM daily except Sunday)
Rossville	MP 105	MP 108 (7:00 AM to 6:00 PM daily except Sunday)
Danville	MP 122	MP 128

FREELAND PARK BRANCH

Freeland Park Branch	Main Line	End of Branch
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CISSNA PARK BRANCH

Cissna Park Branch	Main Line	End of Branch
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JUDYVILLE BRANCH

Judyville Branch	Main Line	End of Branch
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EVANSVILLE DISTRICT

Brewer	See Danville District	
Dana Storage	MP 149	TP 150-15 (7:00 AM to 5:00 PM daily except Sunday)
Montezuma-Hillsdale	MP 153	MP 155 (9:00 AM to 2:00 PM daily except Sunday)
Clinton	TP 160-10	TP 164-10
Terre Haute	MP 173	Signal 181-2
Sullivan	MP 202	MP 205
Vincennes	TP 233-25	TP 237-25
Gibson—Ft. Branch	Signal 257-7	MP 268
Evansville	TP 282-20	MP 287.3 including Belt Ry. To L&N Ry.

BRAZIL BRANCH

Brazil Branch	Main Line	End of Branch
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SULLIVAN COUNTY BRANCH

Standard	Main Line	End of Branch
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MT. VERNON BRANCH

Mt. Vernon Jet.	Main Line	TP 266-12
Mt. Vernon	MP 300	End of Branch

ST. LOUIS DISTRICT

Villa Grove	TP 143-30	MP 147
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
St. Elmo	TP 222-45	TP 225-12 (9:00 AM to 8:00 PM)
Salem Yard	TP 250-20	MP 256
Mt. Vernon	TP 274-25	TP 277-20
West Frankfort	TP 303-16	TP 306-29
Marion	TP 315-10	MP 318
Cypress	MP 344	TP 348-17
Thebes	TP 377-1	Bridge Jet.

JOPPA BRANCH

Joppa Jet.	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 138
Villa Grove	MP 164	Villa Grove Jet.
Sidell Jet.—Sidell	MP 145	MP 147

SIDELL BRANCH

Rossville Jet.	Main Line	MP 108
Sidell Jet.	Main Line	MP 140

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.

EVANSVILLE DISTRICT

2—Pennsylvania trains may move between Otter Creek Jct. and Pennsylvania connection at Dewey without schedule or train order authority against opposing trains and ahead of superior trains. Such train movements will be governed by C&EI time table and operating rules and the following instructions:

Otter Creek Jct. to Dewey

After obtaining authority from train dispatcher for southward Pennsylvania movement, operator at Otter Creek Jct., will display a proceed indication of home signal which indication is authority for the train to proceed to Pennsylvania connection at Dewey and the train must report to train dispatcher when clear of main track at Dewey. Train dispatcher will hold opposing trains at Haley and following trains at Otter Creek Jct. until Pennsylvania train is clear of C&EI main track.

Dewey to Otter Creek Jct.

After obtaining authority by telephone from train dispatcher a Pennsylvania northward train may reverse Pennsylvania connection derail and switch and move to Otter Creek Jct. Train dispatcher will hold opposing trains at Otter Creek Jct. and following trains at Haley until Pennsylvania train is clear of C&EI main track.

Switch to Pennsylvania connection at Dewey is equipped with an electric lock automatically held in locked position if a train is approaching on C&EI from either direction. Instructions for operation by Pennsylvania crews are posted inside lock case.

When a movement through switch has been completed, crew must leave switch normal with electric lock handle in locked (right) position and door secured with padlock. Block signals in both directions will be held at Stop if electric lock handle is not in locked (right) position. Derail at clearance point is pipe connected to and operated by switch stand.

Pennsylvania trains in either direction are not relieved from complying with Rules 93, 93-b, and 99.

Pennsylvania trains may display their standard markers.

ST. LOUIS DISTRICT

3—PANA is the district initial station for northward and district terminal station for southward trains under rule 4, Book of Rules. Stations and time of trains on C&EI time table south of Pana is for information only.

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.

Employees must have copy of NYC rules and Big 4 time table, special instructions Big 4 and C&A issued June 7, 1942.

a—HOPKINS—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.

SALEM DISTRICT

4—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 Jet. 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 Jet. At Bridge Jet. and Gale Jet. 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 Jet., and to automatic block protection between North Jet. and Bridge Jet. are as follows: Southward movements from Bridge Jet., may trail through spring switch at North Jet., 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 Jet. 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 Jet. must stop at south end of North Jet. 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 Jet. 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 Jet.

C&EI Southward approach Signal No. 35 for North Jet. and Northward automatic Signal No. 36 are located on same mast.

Illmo Tower is continuous train order office.

WESTVILLE DISTRICT

5—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, Cory, Walz, Goodwine, Stockland, Johannott.
- b—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 (So. End Siding), Sullivan (IC.), Vincennes (Penna. RR), 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 and signal does not display a proceed indication, 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—IC. 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.
- PANA—Northward movements on southward 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 dwarf signal in this connection for B&O crossing.

4—SALEM DISTRICT

- a—Findlay Jct., Mode, S.X. Tower, K.J. Tower, S.A. Tower, V.N. Tower, Neilson, W.V. Tower, Tammis.
- 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. These signals are not authority to disregard law or rule to stop.
- b—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 also Industrial track near Devon Street crossing gates normal position across Industrial track.
- d—POSEYVILLE—IC.
- e—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.

4—SALEM DISTRICT

- a—ALTAMONT—B&O.
- b—BENTON—IC. Stop and do not foul or move over crossing until proceed hand signal is received from a member of crew at crossing.
- c—WEST FRANKFORT—West Mine Lead, CB&Q.
- d—MARION—IC and MP. Stop and do not foul or move over 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.
- 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.

DISTRICT SPEED RESTRICTIONS

	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
Over spring switch against traffic on southward track.....	20	20
Over spring switch moving from lead....	10	10
Thornton Jct.—On running track between Thornton Jct. and Yard Center.....	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 50-20.....	40	30
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 Jct.—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. 90 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	..
FREELAND PARK—CISSNA PARK—JUDYVILLE BRANCH		
Milford Jct. to south end of curve.....	15	15
South end of curve Milford Jct. to MP 93.3.....	30	30
MP 93.3 to Freeland Park.....	15	15
Cissna Park to Cissna Jct., engines 840-965.....	30	30
Other engines.....	20	20
Alonzo—Around curve at TP 94-20 to 95-10, all engines	20	20
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
Dana—Wabash River Ordnance tracks and over switch and through turnout just west of highway Route 63 ten (10) MPH.	..	..
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.	60	50
Terre Haute—Haley southward home signal to Hulman Street TP 179-16.....	20	20
Sullivan—Passing Coal Chute.....	25	25
Over street crossings and IC crossing.....	35	35
Oaktown—Over street crossings.....	35	35
Maria 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
Bald Hill—Curve between Signal 242-3 and TP 243-15..	40	30
Around curves north of MP 244.....	55	..
Decker—Over White River Bridge and trestle.....	15	15
Hazleton—Moving out of Atlanta track MP 249.....	5	5
Around curve 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—Between TP 254-40 and TP 255-35.....	35	35
Gibson—Between TP 258-10 and 258-30.....	60	40
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	30

	Passenger Miles per hour	Freight Miles per hour
Evansville—Between Columbia Street TP 285-13 and Union Track Jct.....	20	20
Belt Ry.—Yard and Transfer engines.....	20	20
Passenger trains.....	10	..
Union Track Junction to Evansville, except (8) miles per hour between Fifth and Clark Street, five (5) miles per hour passing over Main St. and Fulton Avenue.	15	15
Do not exceed (5) miles per hour through passenger station tracks, looking out for yard engines not protecting and switches not lined for the movement on the track over which the train or engine is operating.		

BRAZIL BRANCH

Otter Creek Jct. to Brazil.....	25	25
Engines backing up.....	20	20
Burnett—Over Bridge E1748 Engines 840-965.....	10	10
Other engines.....	5	5
Brazil—Over Old National Road.....	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.....	30	30
Bridge C1114—About 2½ miles north of Gerald.....	60	40
Villa Grove Jct.—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 north of IC crossing and over street crossings.....	20	20
Arthur—Around curve and over Penna. crossing.....	25	25
Okaw—Okaw Bridge C1818.....	50	40
Hall—Through coal chute.....	25	25
Findlay Jct.—Over junction switches.....	30	30
Through crossover.....	10	10
Between MP 194 and MP 197.....	60	40
Pana—Entering or leaving Big 4 main tracks.....	10	10
St. Louis—Engines 1015 to 1023 inclusive on Merchants Bridge and Approaches.....	20	20

SALEM DISTRICT

Kaskaskia Bridge C1942 use 60 seconds.....	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 home signals at V.N. Tower....	20	20
West Frankfort—Over street crossings.....	15	15
West Frankfort to Cypress engines light or with caboos only, 25 MPH.	..	..
Johnston City—Over street crossings.....	15	15
Saline Creek Bridge C3243 use 40 seconds.....	15	15
Between TP 332-6 and MP 334.....	30	30
Grasshopper Creek Bridge C3347 use 30 seconds.....	15	15
Between TP 335-10 and TP 335-22.....	20	20
Between TP 338-15 and TP 338-25.....	20	20
Tamms—GM&O crossing.....	15	15
MP 365 to Thebes.....	35	25
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, 4000 Class:
Between Jackson and Evansville.
Between Danville and Villa Grove.
All branch lines, except may be used on Cissna Park Branch and between Rossville Jct. and MP 109 on Sidell Branch.
- 200, 1000, 1900 and EJ&E 700 class:
Freeland Park—Judyville—Mt. Vernon Branches.
North Branch of Jackson Mine Branch.
South of Miami Jct., on South Branch of Jackson Mine Branch.
- 3635-3675 Class:
Mt. Vernon Branch.
- 1800, 2000, 4000, 1900, 1008 to 1023, 1130 and 1132
Joppa Branch—Must not go south of TP 348-20.

ENGINES RESTRICTED OVER BRIDGES

EVANSVILLE DISTRICT—Engines 1016-1017-1018-1800-1900-2000-4000, 1130 and 1132 must not doublehead over bridge 1631 Wabash River, River, Clinton, with each other or with engines of the above classes except when separated by three cars.

ST. LOUIS DISTRICT—St. Louis: engines 216, 1008-1023, 1130 and 1132, 1800, 3635, 3654, 1900, 2000 and 4000 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 of the 1900, 1018 class must not be doubleheaded over the Merchants Bridge with any class engine, except when separated by three cars.

Engines of the 1800, 2000 and 4000 class must not be used between Granite City and St. Louis.

SALEM DISTRICT—Engines 1018, 1130 and 1132, 1800, 1900, 2000 and 4000 class must not doublehead over Kaskaskia River Bridge (C1942) Saline Creek Bridge (C3243) Grasshopper Bridge (C3347) with engines of the above classes, except when separated by three cars.

WESTVILLE DISTRICT—Engines 1008-1023-1800-1900-2000-4000-1130 and 1132 and EJ&E 700 class must not doublehead over Bridge W 1262, Vermilion River, with each other or with engines of the above classes except when separated by three cars.

Engines of the 2000 and 4000 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.

Engines must not exceed 10 miles per hour over bridge 1240 on lead to City Yard, Danville.

SIDELL BRANCH—Engines 1016-1023-1800-1900-2000-4000-1130 and 1132 and EJ&E 700 class must not doublehead with each other or with engines of any class over any of the bridges except when separated by three cars.

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

- GRANT PARK** Gleaner Lumber Co., 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.
- HAZLETON** Atlanta track. Hold on to at least 3 cars so engine will not go beyond gravel hopper.
- MT. VERNON IND.** Keck-Gonnerman track—Hold on to cars to avoid putting engine beyond 4 car lengths from switch.
- BENTON** 1900-2000-4000 South Interchange track, Mo. Pac.
- W. FRANKFORT** Old Ben Mine No. 15, except consolidated engines 15 miles per hour.

Engines of 1900 class, restricted on the following tracks:

- GRANT PARK** South elevator track.
- MOMENCE** Tiffany Brick track.
- WATSEKA** East wye not beyond house track frog.
House track not beyond south end of freight house platform.
- HOOPESTON** Malleable track.

Engines of the 1900 and 1000 class restricted on the following tracks:

- Farmersburg—Elevator track.
- Sullivan County 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.
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** East wye.
- WOODLAND** Tile Company track.
- HOOPESTON** Inside tracks Sprague Sells.
Malleable track.
Elevator tracks.
- ALVIN** Elevator tracks.
- BISMARCK** Elevator track.

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

- THORNTON** Quarry tracks.
- CHICAGO HTS.** M.C. interchange.
- GOODENOW** Elevator track.
- BEECHER** Station track.
- MOMENCE** East house track.
CMStP&P and NYC interchange.
Hobert and Tabler Elevator tracks.
- KOSTER** Station track.
- ST. ANNE** Eastern Illinois Clay track.
St. Anne Brick and Tile Company track.
Wheel track.
Big 4 interchange.
- HOOPESTON** West wye.
Factory track.

The following tracks must not be used by Engines of the 1008-1023, 1800, 1900, 2000 and 4000 class, except as indicated:

- VILLA GROVE** Alexander Lumber Company.
- TUSCOLA** 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.
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.
IC Connection may be used by 1900 class engines, not to exceed 5 miles per hour.
Pana Coal Company tracks. IC Connection may be used by 1900, 2000 and 4000 class engines, not to exceed 5 miles per hour.
- ARTHUR** 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, 2000 and 4000 class engines, not to exceed 5 miles per hour.
- W. FRANKFORT** West Mine and Old Ben No. 15 leads.
1900 class engines may use tracks serving Mines 18 and 19 and Old Ben No. 8 mine tracks.
- MARION** 1900 class may use North lead of Tie Plant for a distance of 600 feet from switch point, on track 4 only, and South lead distance of 350 feet from Switch point, tracks 1 and 2.
House track may be used by Santa Fe Engines to clearance point only. 1900 class engines must be operated carefully over this track account little clearance between Engine and Freight House platform.
2000-4000 class engines may turn on Wye in emergency case and then only on permission from Chief Train Dispatcher.
- CHASCO** Engines of the 1900 class may use lead to point 40 feet north of tiple and may use empty track a sufficient distance to place empties over summit of hump.
- ULLIN** Charcoal track.

STOCK DRENCHERS

Coaler, Brewer, Locust Street, Sullivan, Alice, Hillsboro, Hall, Goreville.

ENGINE RATING (Tons)

ENGINES		DANVILLE AND ST. LOUIS DISTRICTS			WESTVILLE DISTRICT		EVANSVILLE DISTRICT				
		Northward		Southward	Northward	Southward	Northward			Southward	
Group	Nos.	Brewer to Yard Center	Villa Grove to Yard Center	Yard Center to Brewer or Villa Grove	Villa Grove to Danville	Danville to Villa Grove	Evansville to Vincennes and Mt. Vernon Branch	Vincennes to Seifert	Seifert and Terre Haute to Brewer	Brewer to Terre Haute	Terre Haute to Evansville and Mt. Vernon Branch
A	2000—2006.....	6100	6100	4600							
B	4000—4001.....	5900	5900	4400							
C	{1900—1924* 1940—1959.....}	4900	4900	3800	3000	2800	3000	3200	4200	4200	3000
D	1925—1939.....	4400	4400	3300	2700	2500	2700	2900	3800	3800	2700
E	840—965.....	3100	3100	2400	1900	1800	1900	2000	2700	2700	1900

ENGINES		ST. LOUIS DISTRICT			SALEM DISTRICT							
		Southward	Northward		Southward				Northward			
Group	Nos.	Villa Grove to Mitchell Yard	Mitchell Yard to Hall	Hall 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
A	2000—2006....	4200	4200	6100	4200	3800	3200	4000	5000	2600	3600	4200
B	4000—4001....	4000	4000	5900	4000	3600	3000	3800	4800	2600	3600	4000
C	1900—1924* ..	3200	3200	4700	3400	3100	2800	3000	4500	2100	2700	3400
	1940—1959....	3400	3400	4900	3600	3100	2800	3000	4500	2250	3100	3600
D	1925—1939....	3000	3200	3800	3200	2900	2100	2800	4200	2100	2900	3200
E	840—965....	2100	2100	3100	2100	2000	1800	1900	2800	1400	2000	2100

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. Through Freight and special movement trains will be given rating by chief train dispatcher.
* Rating Eng. 1900 to 1924: Villa Grove to Yard Center 3900.

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.	Station No.		
52.8	Laws Switch.....	53	90.6	Crawford Switch...	F90	276.9	JSW RR.....		C277		
55.5	Koster.....	55				304.5	Orient Jet. Branch.....				
						306.4	Old Ben 15.....		C306		
						317.7	Tie Plant.....		C318		
						314.1	Spillertown.....		C314		
						349.3	Oberts.....		C349		
						368.4	Cox.....		C368		
						350.8	Mains Spur.....		J351		
EVANSVILLE DISTRICT						ST. LOUIS DISTRICT					
138.1	Dickason Pit.....	138		Sullivan County Branch		116.5	Dailey.....	C117	124.7	Pauline.....	C125
151.4	Worthy.....	151									
159.8	Standard Pit.....	161									
186.2	Young.....	186									
196.8	Standard.....	197		Peerless, MINE, CMS&P&PRR.....	P 205						
244.4	Ball Hill Cut-off.....	244									
273.6	Stacer.....	274									
277.7	Ingle Ordnance.....	278									
283.0	Straight Line Jet.....	283									
*151.0	Dana.....	N152									
WESTVILLE DISTRICT						126.5	Maring.....			W127	

*Dana—Located at intersection of State Highway Route 63 and lead to Wabash River Ordnance Works.

HELP PREVENT CLAIMS—PLEASE!

TRAIN ORDER OR BLOCK STATIONS ARE OPEN ONLY 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.....	6.30 AM to 2.30 PM	6.30 AM to 2.30 PM	6.30 AM to 2.30 PM
Wellington.....	7.00 AM to 4.00 PM		
Bismarck.....	7.30 AM to 4.30 PM		

EVANSVILLE DISTRICT

Baker.....	7.30 AM to 4.30 PM	7.30 AM to 4.30 PM	7.30 AM to 4.30 PM
Shelburn.....	8.00 AM to 5.00 PM		1.30 PM to 3.30 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	3.00 PM to 11.00 PM	3.00 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
Hazleton.....	8.00 AM to 5.00 PM	8.00 AM to 5.00 PM	8.00 AM to 5.00 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		
Owensville.....	9.00 AM to 6.00 PM		
Cynthiana.....	9.00 AM to 6.00 PM		
Poseyville.....	9.00 AM to 6.00 PM		
Wadesville.....	9.00 AM to 6.00 PM		
Mt. Vernon.....	8.00 AM to 5.00 PM		

ST. LOUIS DISTRICT

Bryce.....	8.00 AM to 5.00 PM		8.00 AM to 5.00 PM
Fountain Creek.....	8.00 AM to 5.00 PM		8.00 AM to 5.00 PM
Ellis.....	8.00 AM to 5.00 PM		8.00 AM to 5.00 PM
Royal.....	7.30 AM to 4.30 PM		7.30 AM to 4.30 PM
Bongard.....	7.30 AM to 4.30 PM		7.30 AM to 4.30 PM
West Ridge.....	7.30 AM to 4.30 PM		7.30 AM to 4.30 PM
Bourbon.....	7.00 AM to 4.00 PM		10.00 AM to 12.00 N'n
			2.30 PM to 4.30 PM
Cadwell.....	8.00 AM to 5.00 PM		9.45 AM to 11.45 AM
			2.40 PM to 4.40 PM
Westervelt.....	7.30 AM to 4.30 PM		10.00 AM to 12.01 PM
Dollville.....	8.30 AM to 5.30 PM		2.30 PM to 4.30 PM

SALEM DISTRICT

Altamont.....	9.00 AM to 5.00 PM	8.30 AM to 10.30 AM	8.30 AM to 10.30 AM
	11.30 PM to 7.30 AM	4.00 PM to 6.00 PM	4.00 PM to 6.00 PM
Loogootee.....	8.15 AM to 5.15 PM		
St. Peter.....	8.00 AM to 5.00 PM		
Kell.....	7.00 AM to 4.00 PM	7.00 AM to 4.00 PM	7.00 AM to 4.00 PM
Ina.....	6.45 AM to 3.45 PM		
Benton.....	2.00 PM to 10.00 PM	2.00 PM to 10.00 PM	2.00 PM to 10.00 PM
Johnston City.....	6.15 AM to 3.15 PM	6.15 AM to 9.15 AM	6.15 AM to 9.15 AM
	7.00 PM to 9.00 PM	7.00 PM to 9.00 PM	7.00 PM to 9.00 PM
Marion.....	1.15 PM to 9.15 PM	7.00 PM to 9.10 PM	7.00 PM to 9.10 PM
Neilson.....	8.15 AM to 4.15 PM	8.15 AM to 4.15 PM	8.15 AM to 4.15 PM
	6.00 PM to 2.00 AM	6.00 PM to 2.00 AM	6.00 PM to 2.00 AM
Goreville.....	7.00 AM to 11.00 PM	7.00 AM to 11.00 PM	7.00 AM to 11.00 PM
	8.15 AM to 4.15 PM	8.15 AM to 4.15 PM	8.15 AM to 4.15 PM
WV Tower.....	6.00 PM to 2.00 AM	6.00 PM to 2.00 AM	6.00 PM to 2.00 AM
	9.00 AM to 6.00 PM		
Olive Branch.....	9.00 AM to 6.00 PM		
Karnak.....	7.00 AM to 4.00 PM		
Joppa.....	7.00 AM to 4.00 PM		

WESTVILLE DISTRICT

Grape Creek.....	8.00 AM to 5.00 PM		
Indianola.....	7.00 AM to 4.00 PM		
Sidell.....	7.00 AM to 4.00 PM		
Allerton.....	7.00 AM to 4.00 PM		11.40 AM to 1.40 PM
Broadlands.....	8.00 AM to 5.00 PM		
Longview.....	8.00 AM to 3.00 PM		11.35 AM to 1.35 PM
Fairland.....	7.00 AM to 4.00 PM		

For the information of employes, train 98 will leave Evansville and train 99 will leave Chicago on the following days only, but this information will not be authority to disregard the daily schedules of such trains:

No. 98—December—1944—16-19-22-25-28-31

January	—1945—3-6-9-12-15-18-21-24-27-30
February	—1945—2-5-8-11-14-17-20-23-26
March	—1945—1-4-7-10-13-16-19-22-25-28-31
April	—1945—3-6-9-12-15-18-21-24-27-30
May	—1945—3-6-9-12-15-18-21-24-27-30
June	—1945—2-5-8-11-14-17-20-23-26-29

No. 99—December—1944—17-20-23-26-29

January	—1945—1-4-7-10-13-16-19-22-25-28-31
February	—1945—3-6-9-12-15-18-21-24-27
March	—1945—2-5-8-11-14-17-20-23-26-29
April	—1945—1-4-7-10-13-16-19-22-25-28
May	—1945—1-4-7-10-13-16-19-22-25-28-31
June	—1945—3-6-9-12-15-18-21-24-27-30

SURGEONS

Name	Location	Street	Office Phone	Residence Street	Residence Phone
Dr. Ray S. Westline, Chief Surgeon	Chicago	334 W. 63rd St.	WEN. 1031 NOR. 0342	5836 Stoney Island Ave.	DOR. 3309
Dr. E. L. Arensdorf, Asst. Chief Surgeon	Chicago	334 W. 63rd St.	WEN. 1031	7900 Ind. Ave.	RAD. 1217
Dr. E. C. Holmblad	Chicago	28 E. Jackson	HAR. 1774	654 Downer Pl.	AUR. 2-1750
Dr. Chas. F. Clayton	Chicago	10827 S. State St.	PUL. 0138	10827 S. State St.	PUL. 0138
Dr. J. A. Kollar	Dolton	13750 Leyden Ave.	Interocean 9718	13845 S. State St., Riverdale	2
Dr. E. G. Klinger	Chicago Heights	1602 Otto Blvd.	481	149 W. 14th St.	482
Dr. P. R. Blodgett	Chicago Heights	1602 Otto Blvd.	324	1606 Euclid Ave.	2177
Dr. D. D. Van Voorhis	Beecher	Penfield and Dixie Hwy.	2582	Penfield and Dixie Hwy.	2582
Dr. Charles H. Ruch	Momence	33 Dixie Highway	80	216 W. Second St.	81
Dr. L. L. Bell	St. Anne	Railroad St.	130	Sheffield Ave.	116
Dr. G. W. Ross	Watseka	120 S. 4th St.	16	438 S. 4th St.	135
Dr. E. Forest Hardien	Watseka	4th and Cherry Sts.	Main 2	211 E. Locust St.	Main 2
Dr. A. L. Green	Milford	6 E. Jones St.	2 R 7	412 E. Jones	3 R 7
Dr. W. R. Roberts	Cissna Park		47		108
Dr. M. F. Weissmann, Act. Asst. Surg.	Cissna Park	109 N. Axtel, Milford	185J	300 N. Chicago St., Milford	185R
Dr. R. G. Kline	Hoopeston	202½ E. Main St.	236	859 E. Lincoln	155
Dr. R. P. Donovan	Rossville	607 E. Penn. Hoopeston	800	607 E. Penn., Hoopeston	800
Dr. O. P. Donovan	Bismarek	Market Place		South St.	52
Dr. Melvin L. Hole, Dist. Surgeon	Danville	Daniel Bldg.	399	1414 N. Franklin St.	1470
Dr. O. E. Fink, Oculist	Danville	9 W. Madison	861	104 E. Winter	5209W
Dr. W. A. Johnson	Perrysville		33		9
Dr. Ralph E. Brown	Cayuga	Curtis St.	263	Curtis St.	263
Dr. J. L. Saunders	Newport	S. W. Corner Public Sq.	83	S. W. Corner Public Sq.	83
Dr. W. D. Gerrish	Clinton	131 S. Main St.	70	121 S. Fifth St.	71
Dr. C. C. Sourwine	Brazil	1½ E. National Ave.	401	141 N. Walnut St.	458
Dr. M. C. Topping, Dist. Surg.	Terre Haute	505 Tribune Bldg.	C-2652	152 Monterey Ave.	C-8983
Dr. Albert M. Mitchell, Acting Asst. Surgeon	Terre Haute	503 Tribune Bldg.	C-5652	333 S. 22nd St.	C-2193
Dr. W. E. Stewart, Oculist	Terre Haute	402-493 Tribune Bldg.	Crawford 4003	2130 S. Center St.	C-1656 and C-8624
Dr. J. P. Oliphant	Farmersburg	Main St.	89-A	Heap St.	89-B
Dr. C. F. Briggs	Sullivan, Ind.	114 S. Court	263	302 W. Washington	306
Dr. W. N. Thompson, Asst. Surg.	Sullivan, Ind.	112 W. Washington St.	137	206 W. Washington	102
Dr. J. Stanley Brown	Carlisle	U. S. Highway No. 41	Main 4	U. S. Highway No. 41	Main 100
Dr. E. W. Beckes	Vincennes	414 Broadway St.	2054	220 N. Fifth St.	1210
Dr. H. M. Arthur	Hazleton	Main St.	362	Main St.	363
Dr. O. T. Brazelton	Princeton	114 South Hart St.	647	505 South Main St.	647
Dr. J. R. Montgomery	Owensville		79 F 3		79 F 4
Dr. S. W. Boren	Poseyville	Locust St.	24-1	Fletchall Ave.	24-3
Dr. Wm. E. Jenkinson	Mt. Vernon, Ind.	222 Walnut St.	103-W	722 Walnut St.	103 M
Dr. W. F. Morris	Ft. Branch	Locust St.	113	Locust St.	113
Dr. W. E. McCool, Dist. Surgeon	Evansville	211 Boehne Bldg.	2-7414	1435 Emmett St.	2-3486
Dr. Arleigh Allenbaugh, Asst. Dist. Surgeon	Evansville	307 Trust Bldg.	6824	3218 Mulberry	31879
Dr. Wm. H. Field, Oculist	Evansville	124 S. E. First St.	3-0624	110 Walnut St.	3-0650
Dr. Carl C. Dillon	Sidell	Dickerson St.	20 R 2	Gray St.	20 R 3
Dr. J. M. James	Henning	Ross St.	1	Loren St.	7
Dr. P. C. Casto	St. Joseph		2161		2326
Dr. R. W. Taylor, Dist. Surg.	Villa Grove	Post Office Bldg.	63 R 1	112 Vine St.	96
Dr. Walter C. Blaine	Tuscola	200 N. Main St.	75	200 N. Main St.	75
Dr. C. O. Norris	Arthur	S. Vine St.	14	Ash and 2nd Sts.	14 X
Dr. W. B. Kilton	Sullivan, Ill.	15 W. Harrison St.	6112	216 W. Harrison St.	6113
Dr. Chas. H. Huleck	Findlay	Shelbyville	302	2317 N. Broadway	348
Dr. L. H. Miller	Pana	211 S. Locust St.	3582	606 Kitchell Ave.	2750
Dr. C. W. Vaughn	Nokomis	122 W. State St.	8	115 W. Union St.	28
Dr. J. W. Adams	Witt		131		132
Dr. Z. V. Kimball	Hillsboro	104 A. W. Seward St.	92	156 N. Main St.	94
Dr. R. C. Berry	Livingston		3 x 2		3 x 2
Dr. H. P. Reuss, Dist. Surg.	Granite City	1365 A. Neidringhaus Ave.	Tri City 99	2257 Cleveland Blvd.	Tri City 443
Dr. Earl Rice	St. Louis	Room 1736 Railway Exchange Bldg.	Chestnut 5844	77 Mohawk Pl., Clayton, Mo.	Parkview 6356
Dr. Charles H. Hulick	Shelbyville	North Broadway	302	2317 N. Broadway	348
Dr. Duncan Biddlecomb, Asst. Surg.	Shelbyville	2116 W. Main St.	486	2116 W. Main St.	486
Dr. Harry Schumacher	Altamont	Bank Bldg.	94 A	241 N. Second St.	94 B
Dr. A. R. Whitfort	St. Elmo	Main St.	89	Main St.	40
Dr. H. L. Logan, Dist. Surg.	Salem	202 A. W. Main St.	44	420 W. Main St.	128
Dr. Sam Thompson	Mt. Vernon, Ill.	113½ S. 10th St.	650	1812 Broadway	1195 W
Dr. Walter H. Alvis	Benton	Capitol Bldg.	191	310 W. Church St.	432
Dr. C. O. Lane	West Frankfort	115½ E. Main St.	126	1905 E. Main St.	366
Dr. W. T. Harsha, Jr.	West Frankfort	115 E. Main St.	126	403 E. Clark St.	525
Dr. W. J. Clayton	Johnston City	108 E. Broadway St.	177 R. 2	301 W. 8th St.	177 R 3
Dr. H. A. Felts	Marion	519 S. Market	612	800½ Pub. Square	595
Dr. W. W. Ritchey	Goreville	R. F. D. 4	26 R 3		26 R 2
Dr. William Thomson, Local Surgeon	Cypress			Cypress, Ill.	
Dr. James K. Rosson	Tamms		20		23
Dr. A. Lottman	Olive Branch		7		7
Dr. G. F. Cummings	Joppa	Armstrong Bldg.	404 W 1	803 Girard St.	404 W 2
Dr. G. A. Sample	Chaffee, Mo.	Bank Bldg.	50	S. Third St.	67

**LOCATION OF TELEPHONES
DANVILLE DISTRICT**

Thornton..... On Depot
 Chicago Heights..... MC Connection
 Heights Yard..... South End Yd.
 Steger..... Crossover
 South End
 TP 28-32
 Crete..... In Depot
 Goodenow..... Crossover
 Beecher..... On Depot
 Sollitt..... Crossover
 Grant Park..... In Depot
 TP 43-18
 Momence Yard..... Crossover
 So. End West Yd.
 No. End So. Sdg.
 So. End So. Sdg.
 Wichert..... In Depot
 St. Anne..... North End
 Papineau..... In Depot
 Martinton..... Outside Wall
 North End Depot

EVANSVILLE DISTRICT

Gessie..... Crossover
 Perrysville..... Crossover
 Dickason..... North End
 Dickason Pit..... At Switch
 Walnut Grove..... At Tank
 Newport..... On Depot
 TP 152-9..... In Pole Box
 Montezuma..... South of Depot
 Hillsdale..... North Crossover
 TP 157-20
 Jackson..... North Crossover
 Pole Box
 Clinton..... E D T
 Lyford..... South End
 North End
 Atherton..... North End
 South End
 Dewey..... TP 173-29
 Terre Haute..... Hulman St.
 Freight Depot
 Baker..... South End
 Springhill..... North End
 Auto Sig. 183-36
 Young..... South End
 Pimento..... North End
 South End
 Seifert..... North End
 South End
 Standard..... 196-32
 Shelburn..... North End
 South End
 Sullivan..... North End
 TP 202-18
 IC Crossing
 Paxton..... North End
 South End
 Carlisle..... North End
 South End
 Oaktown..... North End
 Emison..... North End
 South End
 Maria Creek..... TP 227-38
 Smith..... North End
 South End
 TP 231-4

ST. LOUIS DISTRICT

Woodland Jct... Wye Switch
 Bryce..... North End
 South End
 Goodwine..... North End
 South End
 Fountain Creek..... North End
 South End
 Hustle..... North End
 South End
 Reilly..... North End
 South End
 Ellis..... North End
 South End
 Gerald..... North End
 South End
 Royal..... North End
 South End

BRAZIL BRANCH

Otter Creek Jct. Jct. Switch
 Burnett..... In Tower
 Dixie Line Mine. At Switch
 Brazil..... In Depot

Glover..... South End
 Tipton..... TP 129-4
 Rutherford..... Platform
 Block..... North End
 South End
 Bongard..... North End
 South End
 Villa Grove Jct. EDT
 Switch W. Dist.
 Villa Grove..... South End Ladder
 VE..... In Pole Box
 Tuscola..... TP 154-9
 TP 153-28
 South End
 Arthur..... North End
 Stock Pen
 Cadwell..... Depot

Bourbon..... Crossover
 Chipps..... Crossover
 Sullivan..... North End
 South End
 Stock Pen
 Kirksville..... TP 179-21
 Oakaw..... South End Bridge
 Hall..... Coal Chute
 South End
 Crossover South
 End Yard
 Findlay..... In Depot
 Findlay Jct..... Wye Switch
 Westervelt..... On Depot
 South End
 Henton..... In Pole Box
 Dollville..... North End
 On Depot
 Pana..... Car Inspector's
 House
 Caboose Track
 Hopkins..... In Pole Box

SALEM DISTRICT

Shelbyville..... South End Bridge
 Fair Ground..... South End
 Clarksburg..... South End
 Moccasin..... South End
 Altamont..... South End
 St. James..... South End
 St. Elmo..... North End
 St. Peter..... South Bend
 KJ Tower..... South End Siding
 Salem Yard..... North End
 Salem..... Main St.
 Cartter..... In Depot
 Kell..... In Depot
 Texico..... South End
 Mt. Vernon..... Depot
 Water Tank
 V. N. Tower... North End
 Ina..... South End
 Whittington... Freight House
 Benton..... North End
 West Frankfort. Round House
 Orient Mine... At Switch
 Old Ben No. 8. At Switch
 Old Ben No. 15. At Switch
 Barlow..... North End
 Marion..... Tie Plant Switch
 Goreville..... North End
 Omar..... South End
 Bruce..... South End
 Joppa Jct..... In Pole Box
 Olive Branch... Depot
 Gale Jct..... At Switch

WESTVILLE DISTRICT

Riley Track... South End
 Maring..... At Switch
 Grape Creek... North End
 South End
 W. R. Tower... North End
 Peabody Jct... At Switch
 Bunsen Switch. At Switch
 Indianola..... South End
 Sidell Jct..... North Switch
 South Switch
 Allerton..... North End
 Longview..... South End
 Fairland..... North End
 Villa Grove... TP 164-21

SIDELL BRANCH

Henning..... On Depot
 Jamesburg... On Depot
 Collision..... On Depot
 Brothers..... On Depot
 Bronson..... At Tower
 Ryan..... Near Crossing
 Jamaica..... On Depot

C. H. FISCHER, Superintendent Transportation
 E. R. GLIDDEN, Superintendent
 F. J. FRESE, Superintendent Terminals
 H. H. ORR, Superintendent of Safety
 J. T. THEBY, Train Master
 A. CHRISTMAN, Train Master
 I. A. MOORE, Train Master
 RAY HILL, Asst. Train Master
 B. BUSH, Road Foreman of Engines
 H. KUHN, Road Foreman of Engines
 E. B. SELSOR, Road Foreman of Engines
 ROBERT JONES, Asst. Road Foreman of Engines
 G. C. MILLER, Train Rule Examiner
 C. McCLEARY, Train Rule Examiner
 W. R. JOHNSON, Asst. Train Rule Examiner

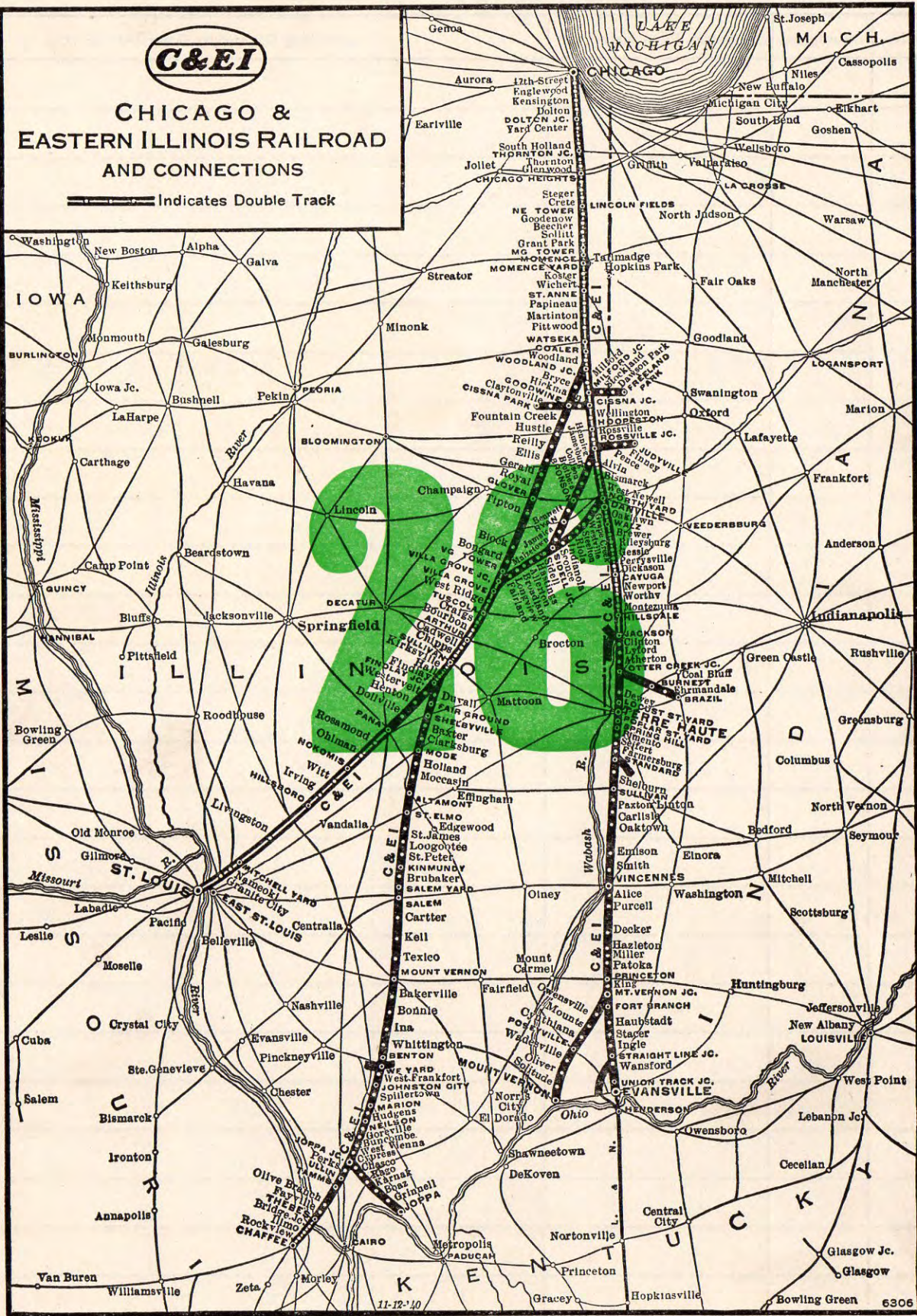
TRAIN DISPATCHERS

Danville, Evansville, St. Louis (Woodland Jct. to Villa Grove) and Westville Districts
 S. R. DRISKILL, Chief Train Dispatcher
 H. H. HEIMROTH, Night Chief Train Dispatcher
 F. J. WEHLING, Asst. Chief Train Dispatcher
 C. E. LEWIS
 M. A. JONES
 T. A. ROBERTS
 J. G. ACKELMIRE
 C. McCLEARY
 J. M. JOHNSON
 W. R. JOHNSON
 C. G. BLACKWELL
 B. P. COOPER
 A. G. NEEL
 Salem and St. Louis (Villa Grove to St. Louis) Districts
 W. A. DONAHUE, Chief Train Dispatcher
 C. G. BLACKWELL, Asst. Chief Train Dispatcher
 W. F. ESCUE, Asst. Chief Train Dispatcher
 H. J. WALKER
 O. P. MATHIS
 A. G. NEEL
 E. W. PERRY
 C. E. DOWDY
 C. D. WILLIAMS
 R. E. DOWDY
 C. C. WELLMAN



CHICAGO & EASTERN ILLINOIS RAILROAD AND CONNECTIONS

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