

# 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

# 31 TIME TABLE No. 31

Effective

Sunday, March 2, 1947

12:01 A. M.

SUPERSEDING

Time Table No. 30 Dated December 12, 1946

Destroy all copies of Time Table No. 30

For Government and Information of Employees Only.

HOLLY STOVER, President

G. B. HENDERSON, General Manager

## Policy in Passenger Relationships

The new schedules contained in this time table represent an effort on the part of the C&EI to improve train service in the post-war period. One of the most important phases of present day service is on time performance and everyone concerned should do everything possible to see that our customers are not disappointed in their expectations. By maintaining regular on time performance we can develop the confidence of the post-war traveler and shipper in our service. The passenger traffic of any railroad is built upon the good will of the traveling public toward the facilities and service of that road.

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.

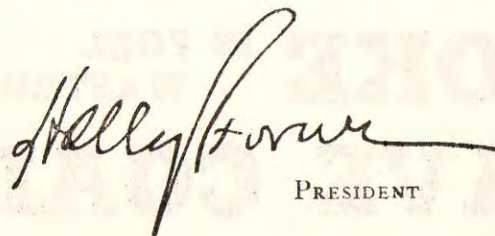
3. Where Passenger Train Conductors are confronted with situations involving matters of policy or unfamiliar circumstances, they should promptly ask for advice or instruction from the nearest operating or passenger officer or representative.

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		
Watska.....	Interlocking Station.....	x	x	x
Roseville.....	Depot.....	x	x	
Rossville Jct.....	EJ&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
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	
Baker.....	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		x
Pana.....	Depot.....	x		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	x
Cypress.....	Depot.....	x	x	x
Thebes.....	Depot.....	x	x	x
Joppa.....	Depot.....	x		x
W. R. Tower.....	Interlocking Station.....	x		
Bunsen Switch.....	In Cabin.....			x
<b>Note:—All trains register at the initial and the terminal station of the schedule or run on a district, except:</b>				
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 Wals instead of Brewer.			
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. Nos. 25 and 26 register by slip.			
Neilson.....	CB&Q trains register by slip.			
W. V. Tower.....	CB&Q trains register by slip.			
Cypress.....	All first class trains register.			
Thebes.....	All trains register.			

DANVILLE DISTRICT—Southward

Train Order Stations	Distance from Chicago	Distance between Stations	TIME TABLE No. 31 March 2, 1947	FIRST CLASS											
				99	1	87	89	93	3	25	97	91	95	23	9
				Dixie Flagler	Mail and Express	Dixieland	Dixie Express	Dixie Limited	Whippoorwill	Meadowlark	Dixie Mail	Dixie Flyer Mail	Dixie Flyer	The Silent Knight	Evansville Passenger
STATIONS			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
DN			CHICAGO	LEAVE AM	LEAVE AM	LEAVE AM	LEAVE PM	LEAVE PM	LEAVE PM	LEAVE PM	LEAVE PM	LEAVE PM	LEAVE PM	LEAVE PM	LEAVE PM
			CHICAGO	8.00	8.25	9.00	1.00	3.30	5.20	5.30	8.05	10.30	11.10	11.15	11.59
	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	YARD CENTER	8.30	s 9.00	9.30	1.30	4.00	5.50	6.00	8.35	11.00	11.40	11.45	12.29
DN	19.5	1.5	SO. HOLLAND		s 9.04										12.31
DN	20.1	0.6	THORNTON JCT.		9.05	9.32	1.32	4.02			8.37	11.02	11.42	11.48	12.32
	21.7	1.6	THORNTON		s 9.07										12.34
	23.4	1.7	GLENWOOD		c 9.10										
DN	26.6	3.2	CHICAGO HTS.	c 8.37	s 9.18	9.38	s 1.41	4.08	s 5.57	s 6.10	s 8.45	11.10	c11.50	s11.58	s12.52
	27.0	0.2	M. C. TOWER												
	27.0	0.2	JAY TOWER												
	27.8	0.8	HEIGHTS YARD		9.21		1.44				8.47				
	28.8	1.0	STEGER		s 9.23										
	30.4	1.6	CRETE		s 9.28										12.59
DN	32.5	2.1	N. E. TOWER	8.42	9.31	9.44	1.51	4.14	6.02	6.16	8.51	11.17	11.58	12.06	1.02
	34.2	1.7	GOODENOW		s 9.33										
	37.6	3.4	BEECHER		s 9.38		1.56								1.07
	41.0	3.4	SOLLITT		9.42										
	44.7	3.7	GRANT PARK	8.52	s 9.48	9.55	2.03	4.24	6.12	6.27	9.02	11.28	12.09	12.19	1.14
DN	49.7	5.0	M. G. TOWER												
	49.9	0.2	MOMENCE	8.56 <sup>73</sup>	s 9.58	10.00	c 2.08	4.29	6.16	s 6.32	9.07	11.32	12.14	s12.25	s 1.23
	50.8	0.9	MOMENCE YD.		10.03 <sup>87</sup>	10.03 <sup>1</sup>	2.10 <sup>61</sup>								
	57.9	7.1	WICHERT		f10.12										
DN	60.1	2.2	ST. ANNE	9.04	s10.19 <sup>73</sup>	10.10 <sup>73</sup>	2.17	4.38	6.25	6.42	9.16	11.42	12.24	f12.35	1.34
	64.2	4.1	PAPINEAU		s10.25										1.39
	67.7	3.5	MARTINTON	9.10	s10.30	10.16	2.25	4.44		6.48	9.22	11.49	12.31	12.43	1.43
	71.5	3.8	PITWOOD		s10.36										1.47
DN	77.5	6.0	WATSEKA	9.18	s10.46	10.25	s 2.38	4.52	c 6.40	s 6.59	9.31	11.58	12.40	s12.53	s 1.57
N	79.6	2.1	COALER	9.21 <sup>71</sup>	10.55	10.31	2.47	4.58			9.37	12.06	12.46 <sup>57</sup>	1.00	2.06
	81.8	2.2	WOODLAND		s10.58										
DN	82.6	0.8	WOODLAND JCT.	9.24	11.01	10.36	2.52	5.03	6.45	7.05	9.41	12.11	12.49	1.05	2.11
D	88.1	5.5	MILFORD		s11.10	10.41 <sup>71</sup>	2.57	5.08	s 6.50		9.46	12.17	12.54		s 2.17
	89.1	1.0	MILFORD JCT.												
	92.7	3.6	CISSNA JCT.												
D	94.2	1.5	WELLINGTON		s11.20		3.03	5.14			9.53				2.24
DN	99.2	5.0	HOOPESTON	9.37	s11.32	10.52	s 3.13	5.18	s 7.00		9.58	12.29	1.07		s 2.36
	105.2	6.0	ROSSVILLE		s11.41										2.42
	107.1	1.9	ROSSVILLE JCT.	9.43	11.45 <sup>71</sup>	11.00	3.21	5.24	7.07		10.05	12.37	1.15		2.45
	111.2	4.1	ALVIN		s11.51										2.50
D	114.3	3.1	BISMARCK	9.49	s11.57	11.06	3.28	5.30			10.11	12.43	1.21		2.53
	118.4	4.1	WEST NEWELL		12.02		3.32								2.57
DN	123.0	4.6	NORTH YARD	9.57	12.08	11.16	3.38	5.39	7.22		10.21	12.53	1.31		3.05
	123.2	0.2	DANVILLE	s10.03	s {12.10 12.35}	s11.25	s 3.50	s 5.47	s 7.28		s10.29	s 1.01	s 1.40		s 3.21
DN	123.4	0.2	CORY	10.04	12.36	11.26	3.51	5.48	7.29		10.30	1.02	1.41		3.22
	124.8	1.4	OAKLAWN												
DN	125.8	1.0	WALZ	10.07	12.40	11.31	3.55	5.52	7.32		10.34	1.06	1.45		3.25
	126.5	0.7	BREWER	10.08	12.41	11.32	3.56	5.53	7.33		10.35	1.07	1.46		3.26
				AM	PM	AM	PM	PM	PM	PM	PM	AM	AM	AM	AM
				ARRIVE	ARRIVE	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, Nos. 87 and 99, see page 30.

## DANVILLE DISTRICT—Southward

Siding Car Capacity	Station Numbers	Distance between Stations	TIME TABLE No. 31 March 2, 1947	SECOND CLASS						THIRD CLASS			
				51	61	63	53	65	57	55	73	75	71
				Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Local Freight	Local Freight	Local Freight
				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Monday, Wednesday, Friday	Tuesday, Thursday, Saturday	Tuesday, Thursday, Saturday
STATIONS			LEAVE PM	LEAVE PM	LEAVE PM	LEAVE PM	LEAVE PM	LEAVE PM	LEAVE AM	LEAVE AM	LEAVE AM	LEAVE AM	
	0		<b>CHICAGO</b>			6.00	6.10						
		16.9	<b>DOLTON JCT.</b>	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	1.00	6.50	7.20	10.00	11.00	1.00	7.00		
	19	1.5	SOUTH HOLLAND										
	20	0.6	THORNTON JCT.....	12.33	1.07	6.55	7.24	10.05	11.07	1.05			
	22	1.6	THORNTON										
	23	1.7	GLENWOOD										
	27	3.2	CHICAGO HEIGHTS	12.42	1.17	7.04	7.35	10.15	11.18	1.17			
		0.2	M. G. TOWER										
		0.2	JAY TOWER										
		0.8	HEIGHTS YARD.....	12.52	1.25	7.13	7.43	10.26	11.22	1.30	7.25		
133	29	1.0	STEGER										
	30	1.6	CRETE										
		2.1	N. E. TOWER	1.02	1.38	7.23	7.53	10.34	11.32	1.45	7.40		
	34	1.7	GOODENOW										
	38	3.4	BEECHER										
	41	3.4	SOLLITT										
	45	3.7	GRANT PARK		1.53								
		5.0	M. G. TOWER	1.26		7.46	8.16	11.02	11.55	2.12			
	50	0.2	MOMENCE								8.56 <sup>99</sup>		
80	51	0.9	MOMENCE YARD... w	1.28	2.10 <sup>89</sup>	7.48	8.18	11.10	11.57	2.25			
	58	7.1	WICHERT										
80	60	2.2	ST. ANNE.....	1.40	2.24	8.00	8.31	11.25	12.10	2.40	10.10 <sup>87</sup> 10.19 <sup>1</sup>		
	64	4.1	PAPINEAU..... w										
	68	3.5	MARTINTON										
	72	3.8	PITTWOOD	1.55	2.38	8.14	8.44	11.40	12.23	2.56			
	77	6.0	WATSEKA	2.02	2.45	8.23	8.53	11.49	12.32	3.05	11.30	8.30	
95	80	2.1	COALER..... c&w	2.12	2.54	8.35	9.03	11.59	12.46 <sup>95</sup>	3.20		9.00	
	82	2.2	WOODLAND									9.21 <sup>99</sup>	
	83	0.8	WOODLAND JCT.....	2.20	3.01	8.40	9.09	12.08	12.51	3.27		9.39	
	88	5.5	MILFORD	2.27			9.16		12.58	3.37		10.41 <sup>87</sup>	
	89	1.0	MILFORD JCT.										
	93	3.6	CISSNA JCT.										
	94	1.5	WELLINGTON..... w										
	99	5.0	HOOPESTON	2.45			9.29		1.11	3.52		11.00	
	106	6.0	ROSSVILLE										
77	107	1.9	ROSSVILLE JCT..... w	2.55			9.40		1.20	4.10		11.45 <sup>1</sup>	
	111	4.1	ALVIN										
	114	3.1	BISMARCK	3.04			9.50		1.28	4.22			
	118	4.1	WEST NEWELL										
	123	4.6	NORTH YARD	3.20			10.02		1.40	4.35		12.30	
	123	0.2	DANVILLE										
		0.2	CORY	3.25			10.06		1.43	4.39			
	125	1.4	OAKLAWN										
		1.0	WALZ	3.31			10.13		1.50	4.46			
126	0.7		BREWER..... w	3.35			10.20		1.55	5.00		1.00	
				PM	PM	PM	PM	AM	AM	AM	AM	PM	
				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.

DANVILLE DISTRICT—Northward

Train Order Stations	Distance from Chicago	Distance between Stations	TIME TABLE No. 31 March 2, 1947	FIRST CLASS											
				90	94	24	96	92	4	26	88	86	8	98	10
				Dixie Flyer Mail	Dixie Flyer	The Silent Knight	Nashville Chicago Passenger	Dixie Limited	Whippoorwill	Meadowlark	Dixie Express	Dixieland	Chicago Express	Dixie Flagler	Chicago Passenger
STATIONS			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
DN			ARRIVE AM	ARRIVE AM	ARRIVE AM	ARRIVE AM	ARRIVE AM	ARRIVE AM	ARRIVE AM	ARRIVE PM	ARRIVE PM	ARRIVE PM	ARRIVE PM	ARRIVE PM	ARRIVE AM
	16.9	CHICAGO	5.10	7.20	8.05	8.10	10.55	11.59	12.25	1.30	6.35	7.45	10.55	12.15	
	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	6.48	f 7.30	7.38	10.23	11.27	11.53	12.58	6.03	7.13	10.23	11.43	
	19.5	0.6 SO. HOLLAND			f 7.26										
DN	20.1	1.6 THORNTON JCT.	4.36	6.44	7.22	7.26				12.53		7.07			
	21.7	1.7 THORNTON			f 7.20										
	23.4	3.2 GLENWOOD			c 7.15										
	26.6	0.2 CHICAGO HTS.	4.29	s 6.37	s 7.10	s 7.20	c10.16	s11.22	s11.46	s12.45	5.54	s 7.00	c10.14	s11.31	
DN	26.8	0.2 M. C. TOWER													
	27.0	0.8 JAY TOWER													
	27.8	1.0 HEIGHTS YARD	4.27	6.31	6.56	7.15	10.14			12.41	5.51	6.44		11.23	
	28.8	1.6 STEGER			f 6.49										
	30.4	2.1 CRETE			f 6.44										
DN	32.5	1.7 N. E. TOWER	4.22 <sup>64</sup>	6.25	6.40	7.10	10.10	11.17	11.41	12.37	5.46	6.40	10.08	11.19	
	34.2	3.4 GOODENOW			f 6.38										
	37.6	3.4 BEECHER	4.17	6.19	f 6.35	7.05	10.05			12.32	5.42	6.36		11.14	
	41.0	3.7 SOLLITT													
	44.7	5.0 GRANT PARK	4.10	6.11	f 6.25	6.56	9.58	11.06	11.30	12.24	5.35	6.28	9.58	11.07	
DN	49.7	0.2 M. G. TOWER													
	49.9	0.9 MOMENCE	4.04	6.05	s 6.18	c 6.51	9.53	11.01	s11.25	12.18 <sup>72</sup>	5.30	s 6.22	9.53	s11.00	
	50.8	7.1 MOMENCE YD... w	4.03	6.03		6.49									
	57.9	2.2 WICHERT			f 6.05										
DN	60.1	4.1 ST. ANNE	3.53	5.52	s 6.02	6.37	9.44	10.52 <sup>72</sup>	11.16 <sup>72</sup>	12.09	5.21	s 6.08	9.44	10.47	
	64.2	3.5 PAPINEAU... w			f 5.55	6.32	9.40			12.05		6.02		10.42	
	67.7	3.8 MARTINTON			f 5.49							5.58			
	71.5	6.0 PITWOOD			f 5.45										
DN	77.5	2.1 WATSEKA	3.35	5.34	s 5.38	s 6.15	9.27	c10.37	s11.00	s11.50	5.06	s 5.47	9.29	s10.30	
N	79.6	2.2 COALER... c&w	3.31	5.29	5.32	6.08	9.24	10.35 <sup>60</sup>	10.58 <sup>74</sup>	11.42	5.03	5.38	9.27	10.21	
	81.8	0.8 WOODLAND			5.26	c 6.03									
DN	82.6	5.5 WOODLAND JCT.	3.22	5.18	5.24	6.00	9.18	10.32	10.55	11.35	4.56	5.32	9.24	10.15 <sup>62</sup>	
D	88.1	1.0 MILFORD	3.16	5.12		f 5.56	9.13 <sup>70</sup>	s10.28		s11.30	4.51	s 5.27		10.11	
	89.1	3.6 MILFORD JCT.													
	92.7	1.5 CISSNA JCT.													
D	94.2	5.0 WELLINGTON... w	3.11 <sup>54</sup>	5.06		c 5.47	9.06			11.21	4.46	5.16		f10.06	
DN	99.2	6.0 HOOPESTON	3.06	5.01		s 5.42	9.01	s10.17		s11.15	4.40	s 5.10	9.09	s10.01	
	105.2	1.9 ROSSVILLE				c 5.32						s 4.58			
	107.1	4.1 ROSSVILLE JCT... w	2.58	4.53				10.10			4.32	4.54	9.02		
	111.2	3.1 ALVIN				5.25	8.49			11.00		4.50		f 9.43	
D	114.3	4.1 BISMARCK		4.46											
	118.4	4.6 WEST NEWELL													
DN	123.0	0.2 NORTH YARD	2.40	4.37		5.13	8.38	9.56		10.46	4.16	4.36	8.47	9.33	
	123.2	0.2 DANVILLE	s 2.39	4.36		s 5.12	s 8.37	s 9.55		s10.45	s 4.15	s 4.35	s 8.46	s 9.32	
DN	123.4	1.4 CORY	2.24	4.21		5.01	8.31	9.51		10.38	4.09	4.17	8.42	9.20	
	124.8	1.0 OAKLAWN													
DN	125.8	0.7 WALZ	2.20	4.15		4.57	8.27	9.47		10.34	4.04	4.13	8.38	9.16	
	126.5	0.7 BREWER... w	2.19	4.14		4.56	8.26	9.46		10.33	4.03	4.12	8.37	9.15	
			AM	AM	AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	AM
			LEAVE	LEAVE	LEAVE	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, Nos. 86 and 98, see page 30.

## DANVILLE DISTRICT—Northward

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Siding Car Capacity	Station Numbers	Distance between Stations	TIME TABLE No. 31 March 2, 1947	SECOND CLASS						THIRD CLASS			
				64	54	60	58	62	56	52	72	70	74
				Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Local Freight	Local Freight	Local Freight
				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Tuesday, Thursday, Saturday	Monday, Wednesday, Friday	Monday, Wednesday, Friday
			ARRIVE AM	ARRIVE AM	ARRIVE PM	ARRIVE PM	ARRIVE AM	ARRIVE AM	ARRIVE AM	ARRIVE PM	ARRIVE AM	ARRIVE AM	
	0	16.9	CHICAGO				11.30	3.15					
		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	1.00	9.30	1.00	2.00	4.30	3.30		
	19	0.6	SOUTH HOLLAND										
	20	1.6	THORNTON JCT.	4.45	5.40	12.35	9.00	12.30	1.15	4.05			
	22	1.7	THORNTON										
	23	3.2	GLENWOOD										
	27	0.2	CHICAGO HEIGHTS	4.37	5.30	12.25	8.45	12.20	1.01				
		0.2	M. C. TOWER										
		0.8	JAY TOWER										
		1.0	HEIGHTS YARD	4.34	5.15	12.20	8.41	12.16	12.55	3.45	2.45		
	29	1.6	STEGER										
	30	2.1	CRETE										
100		1.7	N. E. TOWER	4.22 <sup>90</sup>	5.05	12.05	8.34	11.56	12.45	3.25	2.22		
	34	3.4	GOODENOW										
	38	3.4	BEECHER		4.55	11.55							
	41	3.7	SOLLITT										
85	45	5.0	GRANT PARK								1.30		
		0.2	M. G. TOWER	3.37	4.32	11.33	8.06	11.26	12.14	2.45			
	50	0.9	MOMENCE								12.18 <sup>88</sup>		
115	51	7.1	MOMENCE YARD	3.35	4.29	11.30	8.04	11.23	12.12	2.30			
	58	2.2	WICHERT										
	86	4.1	ST. ANNE	3.22	4.14	11.16 <sup>72</sup> 11.08 <sup>26</sup>	7.50	11.00	11.57	2.10	11.16 <sup>60</sup> 10.52 <sup>26</sup> <sub>4</sub>		
	64	3.5	PAPINEAU		4.08	11.02							
	68	3.8	MARTINTON			10.55							
78	72	6.0	PITTWOOD			10.50							
	77	2.1	WATSEKA	2.55	3.50	10.40	7.15	10.39	11.35	1.40	9.30	11.00	
	87	2.2	COALER	2.49	3.41	10.35 <sup>4</sup> <sub>70</sub>	7.06	10.31	11.23	1.30		10.35 <sup>4</sup> 10.25 <sup>60</sup>	
	82	0.8	WOODLAND									11.30	
	83	5.5	WOODLAND JCT.	2.34	3.28	10.10	6.49	10.15 <sup>10</sup>	11.11	1.10		10.45	
	88	1.0	MILFORD		3.21		6.42		11.05	1.00		10.40	
	89	3.6	MILFORD JCT.									9.13 <sup>02</sup>	
	93	1.5	CISSNA JCT.									9.00	
118	94	5.0	WELLINGTON		3.11 <sup>90</sup>					12.45			
	99	6.0	HOOPESTON		2.57		6.28		10.51	12.35		8.30	
	106	1.9	ROSSVILLE									7.50	
90	107	4.1	ROSSVILLE JCT.		2.45		6.15		10.40	12.18			
	111	3.1	ALVIN		2.37					12.10			
	114	4.1	BISMARCK		2.32					12.03		7.25	
	118	4.6	WEST NEWELL		2.24					11.55			
	123	0.2	NORTH YARD		2.12		5.40		10.15	11.42		7.10	
	123	0.2	DANVILLE		2.11								
	125	1.0	CORY		2.10		5.38		10.13	11.38			
	125	1.0	OAKLAWN		2.05								
	126	0.7	WALZ				5.33		10.08	11.33			
	126		BREWER		2.00		5.30		10.05	11.30		7.00	
				AM	AM	AM	PM	PM	PM	PM	AM	AM	
				LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	

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

EVANSVILLE DISTRICT—Southward

Train Order Stations	Distance from Chicago	Distance between Stations	TIME TABLE No. 31 March 2, 1947	FIRST CLASS										
				91	95	9	99	87	1	89	93	3	97	
				Dixie Flyer Mail	Dixie Flyer	Evansville Passenger	Dixie Flagler	Dixieland	Mail and Express	Dixie Express	Dixie Limited	Whippoorwill	Dixie Mail	
STATIONS				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
				LEAVE AM	LEAVE AM	LEAVE AM	LEAVE AM	LEAVE AM	LEAVE PM	LEAVE PM	LEAVE PM	LEAVE PM	LEAVE PM	LEAVE PM
	126.5		BREWER	w 1.07	1.46	3.26	10.08	11.32	12.41	3.56	5.53	7.33	10.35	
	128.9	2.4	RILEYSBURG						12.44					
	131.0	2.1	GESSIE						f 12.48					
	134.3	3.3	PERRYSVILLE						s 12.53					
	136.9	2.6	DICKASON	1.17		3.37			12.57					
DN	141.1	4.2	CAYUGA	1.21	2.02	f 3.42	10.21	11.46	s 1.04	4.10	6.06	7.45	10.49	
	143.7	2.6	WALNUT GROVE	w 1.27	2.08				s 1.13	4.20	6.11	7.50	10.55	
	146.9	3.2	NEWPORT											
	149.7	2.8	DANA STORAGE											
	153.3	3.6	MONTEZUMA						s 1.22					
DN	154.6	1.3	HILLSDALE	1.36	2.17	4.01	10.36	12.01	c 1.25	4.25	6.20	7.58	11.04	
	162.2	7.6	JACKSON	w 1.44										
DN	162.9	0.7	CLINTON	1.45	2.26	s 4.13	10.44	12.10	s 1.34	s 4.37	6.29	s 8.06	11.13	
	167.3	4.4	ATHERTON	1.52	2.33	4.20	10.50	12.17	1.45	4.44	6.36	8.14	11.20	
DN	171.9	4.6	OTTER CREEK JCT.	1.57	2.38	4.25	10.54	12.22	1.49	4.49	6.40	8.18	11.24	
	173.8	1.9	DEWEY	1.59	2.40	4.27		12.24	1.51			8.20	11.26	
DN	176.5	2.7	HALEY	2.02	2.43	4.30	10.59	12.27	1.55	4.54	6.45	8.23	11.29	
	177.3	0.8	LOCUST STREET											
DN	177.5	0.2	TERRE HAUTE	s {2.05 2.20	s {2.45 2.56	s {4.33 4.58	s 11.05	s 12.32	s {1.57 2.27	s {4.57 5.02	s {6.47 6.51	s 8.28	s {11.30 11.44	
	178.3	0.8	POPLAR STREET	w 2.22		5.00			2.28					
DN	180.2	1.9	BAKER	2.24	3.00	5.02		12.35	2.30	5.05	6.54	8.31	11.48	
DN	181.6	1.4	SPRING HILL	2.27	3.02	5.04	11.10	12.38	2.32	5.07	6.56	8.33	11.50	
	189.0	7.4	PIMENTO	2.37	3.09	5.12	11.16	12.46	c {2.43 2.52	5.15	7.03	8.39	11.57	
	192.2	3.2	SEIFERT	w 2.41	3.13	5.15	11.19	12.49	2.56	5.18	7.06	8.42	12.00	
DN	192.9	0.7	FARMERSBURG						s 2.57					
D	198.4	5.5	SHELburn	2.46	3.18	5.20	11.24	12.54	s 3.04	5.24	7.11	8.47	12.05	
DN	203.7	5.3	SULLIVAN	2.58	3.31	s 5.30	11.29	1.05	s 3.16	s 5.36	7.16	s 8.52	12.19	
	209.3	5.6	PAXTON	3.04	3.37	5.40	11.35	1.11	c 3.27	5.42	7.29	8.59	12.25	
DN	213.3	4.0	CARLISLE	3.09	3.40	f 5.44	11.38	1.14	s 3.31	5.46	7.33	9.02	12.28	
DN	220.0	6.7	OAKTOWN	3.16	3.47	5.51	11.44	1.20	s 3.42	5.52	7.40	9.07	12.35	
DN	224.7	4.7	EMISON	3.21	3.51	5.58	11.48	1.25	f 3.51	5.56	7.45	9.11	12.39	
	229.6	4.9	SMITH	3.27	3.57	6.04	11.53	1.31	3.58	6.02	7.51	9.17	12.46	
	234.7	5.1	VINCENNES	s 3.33	s 4.03	s 6.13	11.58	1.36	s 4.04	s 6.12	7.57	s 9.22	s 12.51	
DN	236.4	1.7	ALICE	w 3.45	4.17	6.30	12.02	1.41	s 4.42	6.20	8.04	9.29	1.10	
	241.0	4.6	PURCELL	3.50	4.23	6.35	12.07	1.47	4.49	6.25	8.09	9.34	1.18	
	246.4	5.4	DECKER	3.56	4.28	6.41	12.13	1.53	s 4.55	6.32	8.15	9.39	1.25	
D	248.8	2.4	HAZLETON	4.01	4.33	6.45	12.17	1.58	s 5.02	6.41	8.20	9.43	1.30	
	252.7	3.9	MILLER	4.06	4.38	6.50	12.22	2.03	5.07	6.51	8.25	9.48	1.36	
	255.5	2.8	PATOKA						s 5.13					
	258.4	2.9	GIBSON	4.12	4.44	6.56	12.27	2.09	5.22	6.57	8.30	9.54	1.44	
DN	259.1	0.7	PRINCETON	4.13	4.45	s 7.12	12.28	2.10	s 5.34	s 6.58	8.31	s 9.55	s 1.48	
	262.9	3.8	KING	4.18	4.50	7.19	12.32	2.14	5.39	7.03	8.36	10.00	1.54	
	265.4	2.5	MT. VERNON JCT.	w 4.18										
DN	266.7	1.3	FORT BRANCH	4.23	4.54	f 7.23	12.36	2.19	s 5.45	7.08	8.42	10.03	1.59	
D	269.8	3.1	HAUBSTADT	4.27	4.57	7.33	12.39	2.22	f 5.50	7.11	8.45	10.06	2.03	
	276.5	6.7	INGLE	4.34	5.04	7.40	12.45	2.29	c 5.58	7.18	8.52	10.12	2.09	
DN	283.8	7.3	WANSFORD	4.41	5.15	7.46	12.58	2.35	c 6.10	7.25	8.59	10.18	2.15	
	284.6	0.8	BELT YARD											
	285.9	1.3	UNION TRACK JCT.	4.45	5.18	7.50	1.02	2.38	6.14	7.29	9.02	10.21	2.18	
DN	287.3	1.4	EVANSVILLE	4.55	5.30	8.00	1.13	2.50	6.30	7.45	9.15	10.30	2.30	
				AM	AM	AM	PM	PM	PM	PM	PM	PM	AM	
				ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	

DANVILLE instead of Brewer is district initial-terminal station for through first class schedules on Danville and Evansville Districts.  
 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. East track extends from second crossover south of Poplar Street 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, Nos. 87 and 99, see page 30.



# EVANSVILLE DISTRICT—Southward

Siding Car Capacity	Station Numbers	Distance between Stations	TIME TABLE No. 31 March 2, 1947	SECOND CLASS					THIRD CLASS				
				57	51	53			55	79	361		
				Through Freight	Through Freight	Through Freight			Through Freight	Local Freight	Local Freight		
				Daily	Daily	Daily			Daily	Daily Ex. Sunday	Daily Ex. Sunday		
			STATIONS	LEAVE AM	LEAVE PM	LEAVE PM			LEAVE AM				
	126		BREWER..... W	2.40	4.25	11.10			6.00	6.45			
	129	2.4	RILEYSBURG.....										
	131	2.1	GESSIE.....										
	134	3.3	PERRYSVILLE.....										
	137	2.6	DICKASON.....										
	141	4.2	CAYUGA.....	2.59	4.43	11.29			6.25				
	144	2.6	WALNUT GROVE..... W										
	147	3.2	NEWPORT.....										
	149	2.8	DANA STORAGE.....										
	153	3.6	MONTEZUMA.....										
	155	1.3	HILLSDALE.....	3.18	5.01	11.48			6.45				
73	162	7.6	JACKSON..... W										
	163	0.7	CLINTON.....	3.29	5.12	11.59			7.15	10.30			
105	167	4.4	ATHERTON.....	3.38	5.23	12.10			7.37 <sup>92</sup>	10.45			
56	172	4.6	OTTER CREEK JCT.....	3.48	5.29	12.16			7.44	10.54 <sup>99</sup>			
111	174	1.9	DEWEY.....	3.51 <sup>96</sup>	5.32	12.19			7.47				
		2.7	HALEY.....	3.54	5.35	12.22			7.50	12.10			
	177	0.8	LOCUST STREET.....								7.00		
	178	0.2	TERRE HAUTE.....										
	179	0.8	POPLAR STREET..... W	3.59	5.40	12.28			7.55		7.19 <sup>92</sup>		
56	180	1.9	BAKER.....	4.04	5.57	12.41			8.15		7.23		
85	182	1.4	SPRING HILL.....	4.07	6.02	12.50 <sup>90</sup>			8.20		7.30		
93	189	7.4	PIMENTO.....	4.18	6.14	1.02			8.42 <sup>4</sup>		7.40		
69	192	3.2	SEIFERT..... W	4.23	6.19	1.07			9.03 <sup>88</sup>		7.50		
	193	0.7	FARMERSBURG.....										
55	199	5.5	SHELburn.....	4.30	6.42 <sup>56</sup>	1.13			9.10		8.05		
131	204	5.3	SULLIVAN..... C&W	4.45	6.55 <sup>10</sup>	1.26			9.23		8.20 <sup>4</sup> 8.45 <sup>88</sup>		
62	209	5.6	PAXTON.....	4.52	7.10 <sup>98</sup>	1.32			9.46		9.00		
77	214	4.0	CARLISLE.....	4.57 <sup>52</sup>	7.17	1.43 <sup>94</sup>			9.51		9.15		
77	220	6.7	OAKTOWN.....	5.06	7.26	1.55			10.05		9.30		
76	225	4.7	EMISON.....	5.12	7.32	2.00			10.15		9.45		
105	229	4.9	SMITH.....	5.19	7.39	2.07			10.25		9.55		
72	235	5.1	VINCENNES.....	5.26	7.46	2.25 <sup>96</sup>			10.35		10.05		
161	236	1.7	ALICE..... W	5.36	7.52	2.37			10.55 <sup>360</sup> 361		10.10 <sup>360</sup> 10.55 <sup>55</sup>		
	241	4.6	PURCELL.....	5.43	7.59	2.44			11.05		11.10		
105	246	5.4	DECKER.....	6.00 <sup>92</sup>	8.06	2.51			11.15		11.20		
	248	2.4	HAZLETON.....	6.05	8.11	2.56			11.25		11.30		
105	252	3.9	MILLER.....	6.10	8.25 <sup>93</sup>	3.02			11.35		11.40		
	255	2.8	PATOKA.....								11.50		
120	258	2.9	GIBSON.....	6.16	8.35 <sup>54</sup>	3.10 <sup>52</sup>			11.45		12.00 <sup>58</sup> 1.29 <sup>86</sup>		
	259	0.7	PRINCETON.....								1.30		
60	263	3.8	KING.....	6.22	8.42	3.19			12.03 <sup>58</sup>		1.55		
	266	2.5	MT. VERNON JCT..... W										
64	267	1.3	FORT BRANCH.....	6.27	8.47	3.24			12.36 <sup>99</sup> 1.16 <sup>86</sup>		2.19 <sup>87</sup>		
	270	3.1	HAUBSTADT.....	6.32	8.52	3.28			1.30		2.24		
105	276	6.7	INGLE.....	6.40	9.03	3.37			1.40		2.35		
82	284	7.3	WANSFORD.....	7.00 <sup>4</sup> 7.10 <sup>88</sup>	9.14	3.47			1.50		2.50		
	285	0.8	BELT YARD.....	8.00	10.00	4.00			2.00		3.00		
		1.3	UNION TRACK JCT.....										
	287	1.4	EVANSVILLE.....										
				AM ARRIVE	PM ARRIVE	AM ARRIVE			PM ARRIVE	PM ARRIVE	PM ARRIVE		

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. East track extends from second crossover south of Poplar Street to Baker.  
 BELT YARD—Train orders and time of trains apply at the main track switch, 900 ft. north of Morgan Ave., where trains leave and enter the yard.

EVANSVILLE DISTRICT—Northward

Train Order Stations	Distance from Chicago	Distance between Stations	TIME TABLE No. 31 March 2, 1947	FIRST CLASS									
				96	92	4	88	8	86	10	98	90	94
				Nashville Chicago Passenger	Dixie Limited	Whippoorwill	Dixie Express	Chicago Express	Dixieland	Chicago Passenger	Dixie Flagler	Dixie Flyer Mail	Dixie Flyer
STATIONS	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
				ARRIVE AM	ARRIVE AM	ARRIVE AM	ARRIVE AM	ARRIVE PM	ARRIVE PM	ARRIVE PM	ARRIVE PM	ARRIVE AM	ARRIVE AM
	126.5	2.4	BREWER.....w	4.56	8.26	9.46	10.33	4.12	4.03	9.15	8.37	2.19	4.14
	128.9	2.1	RILEYSBURG.....										
	131.0	3.3	GESSIE.....	4.51	8.21	9.42	10.28	4.06	3.59	9.11	8.33	2.13	4.08
	134.3	2.6	PERRYSVILLE.....										
	136.9	4.2	DICKASON.....				10.22 <sup>78</sup>						
DN	141.1	2.6	CAYUGA.....	4.41	8.11	9.33	10.18	f 3.56	3.50	s 9.01	8.24	2.02	3.56
	143.7	3.2	WALNUT GROVE.....w	4.36	8.08		10.15	3.52		8.56		1.59	3.52
	146.9	3.2	NEWPORT.....	4.28	8.01	9.28	10.06	3.45	3.40	f 8.48	8.18	1.49	3.41
	149.7	3.8	DANA STORAGE.....										
	153.3	1.6	MONTEZUMA.....							f 8.37			
DN	154.6	7.6	HILLSDALE.....	4.17	7.52	9.21	9.55	3.35	3.30	8.34	8.09	1.38	3.29
	162.2	0.7	JACKSON.....w	4.08	7.44	9.14	9.47	3.23 <sup>86</sup>	3.23 <sup>s</sup>	8.26	8.01 <sup>56</sup>		3.20
DN	162.9	4.4	CLINTON.....c	4.07	7.43	s 9.11	c 9.45	s 3.17 <sup>86</sup>	3.22	s 8.24	8.00	1.29	3.18
	167.3	4.6	ATHERTON.....	4.00	7.37 <sup>55</sup>	9.05	9.37	3.11	3.16	8.14 <sup>3</sup>	7.54	1.22	3.10
DN	171.9	1.9	OTTER CREEK JCT....	3.55	7.33	9.01	9.32	3.06	3.12	8.04	7.50	1.18	3.01
	173.8	2.7	DEWEY.....	3.51 <sup>57</sup>	7.31		9.30	3.04	3.09	8.01	7.47		2.57
DN	176.5	0.8	HALEY.....	3.48	7.28	8.57	9.27	3.02	3.07	7.59	7.45	1.13	2.54
	177.3	0.2	LOCUST STREET.....										
DN	177.5	0.8	TERRE HAUTE.....s	3.46	s 7.25	s 8.55	s 9.25	s 3.00	s 3.05	s 7.56 <sup>98</sup>	s 7.43 <sup>10</sup>	s 1.10	s 2.50
	178.3	1.9	POPLAR STREET.....w		7.19 <sup>361</sup>		9.18	2.52		7.36		s 1.256	s 2.35 <sup>95</sup>
DN	180.2	1.4	BAKER.....	3.37	7.16	8.50	9.15	2.51 <sup>58</sup>	2.59 <sup>58</sup>	7.31	7.37	12.52	2.29
DN	181.6	7.4	SPRING HILL.....	3.35	7.14	8.48	9.13	2.49	2.58	7.29	7.35	12.50 <sup>53</sup>	2.27 <sup>91</sup>
	189.0	3.2	PIMENTO.....	3.28	7.08	8.42 <sup>55</sup>	9.06	2.43 <sup>1</sup>	2.52 <sup>1</sup>	7.22	7.29	12.43	2.18
	192.2	0.7	SEIFERT.....w	3.25	7.05	8.39	9.03 <sup>55</sup>	2.39	2.48	7.19	7.26	12.39	2.13
DN	192.9	5.5	FARMERSBURG.....							7.16			
D	198.4	5.3	SHELURN.....	3.18 <sup>95</sup>	7.00	8.34	8.57	2.34	2.42	7.11 <sup>93</sup>	7.21	12.33	2.05
DN	203.7	5.6	SULLIVAN.....c&w	2.58 <sup>91</sup>	6.54	s 8.28 <sup>361</sup>	s 8.45 <sup>361</sup>	s 2.21	2.36	s 6.55 <sup>51</sup>	7.16 <sup>93</sup>	12.19 <sup>97</sup>	1.52
	209.3	4.0	PAXTON.....	2.52	6.41	8.22	8.37	2.15	2.26	6.39	7.10 <sup>51</sup>	12.13	1.46
DN	213.3	6.7	CARLISLE.....	2.49	6.38	8.19	8.34	c 2.12	2.23	s 6.36	7.06	12.10	1.43 <sup>53</sup>
DN	220.0	4.7	OAKTOWN.....	2.42	6.32	8.14	8.28	2.05	2.16	f 6.28	7.00	12.03	1.33
DN	224.7	4.9	EMISON.....	2.37	6.28	8.09	8.24	2.01	2.11	6.23	6.56	11.58	1.28
	229.6	5.1	SMITH.....	2.31	6.22	8.03	8.18	1.55	2.06	6.18	6.50	11.52	1.22
	234.7	1.7	VINCENNES.....s	2.25 <sup>53</sup>	s 6.13 <sup>9</sup>	s 7.56	s 8.12	s 1.46	1.57	s 6.12 <sup>89</sup>	s 6.44	s 11.46	s 1.15
DN	236.4	4.6	ALICE.....w	2.14	6.11	7.52	8.05	1.41 <sup>87</sup>	1.55	5.49	6.41	11.33	1.10 <sup>97</sup>
	241.0	5.4	PURCELL.....	2.08	6.06	7.47	8.01	1.32	1.47 <sup>87</sup>	5.44			1.04
	246.4	2.4	DECKER.....	2.02	6.00 <sup>57</sup>	7.42	7.55	1.26	1.40	5.38	6.32 <sup>89</sup>	11.23	12.57
D	248.8	3.9	HAZLETON.....	1.56	5.56	7.38	7.50	1.21	1.36	c 5.33			12.52
	252.7	2.8	MILLER.....	1.50	5.51	7.33	7.45	1.16	1.31	5.28	6.21	11.15	12.46
	255.5	2.9	PATOKA.....							c 5.25			
	258.4	0.7	GIBSON.....	1.44 <sup>97</sup>	5.45	7.28	7.39	1.10 <sup>361</sup>	1.25 <sup>361</sup>	5.22 <sup>1</sup>	6.15	11.07	12.39
DN	259.1	3.8	PRINCETON.....s	1.43	5.44	s 7.24	s 7.36	s 1.07	1.24	s 5.19	6.14	11.06	12.37
	262.9	2.5	KING.....	1.33	5.40	7.19 <sup>9</sup>	7.32	1.00	1.20	5.00	6.10	11.02	12.31
	265.4	1.3	MT. VERNON JCT....w										
DN	266.7	3.1	FORT BRANCH.....	1.28	5.36	7.15	7.28 <sup>9</sup>	s 12.52 <sup>55</sup>	1.16 <sup>55</sup>	f 4.57	6.07	10.58	12.27
D	269.8	6.7	HAUBSTADT.....	1.25	5.33	7.12	7.25	12.48	1.13	4.53	6.04	10.55	12.24
	276.5	7.3	INGLE.....	1.18	5.27	7.06	7.18	12.45 <sup>99</sup>	1.07	4.47	5.58 <sup>1</sup>	10.48	12.17
DN	283.8	0.8	WANSFORD.....	1.10	5.15 <sup>95</sup>	7.00 <sup>57</sup>	7.10 <sup>57</sup>	12.35	12.58 <sup>99</sup>	4.40	5.52	10.40	12.09
	284.6	1.3	BELT YARD.....										
	285.9	1.4	UNION TRACK JCT....	1.07	5.12	6.57	7.07	12.32	12.52	4.37	5.49	10.37	12.06
DN	287.3		EVANSVILLE.....	1.00	5.05	6.50	7.00	12.25	12.45	4.30	5.42	10.30 <sup>3</sup>	11.59
				AM	AM	AM	AM	PM	PM	PM	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.  
 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. East track extends from second crossover south of Poplar Street 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, Nos. 86 and 98, see page 30.

# EVANSVILLE DISTRICT—Northward

Siding	Car Capacity	Station Numbers	Distance between Stations	TIME TABLE No. 31 March 2, 1947		SECOND CLASS				THIRD CLASS			
						58	56	54		52	360	78	
						Through Freight	Through Freight	Through Freight		Through Freight	Local Freight	Local Freight	
						Daily	Daily	Daily		Daily	Daily Ex. Sunday	Daily Ex. Sunday	
				ARRIVE	ARRIVE	ARRIVE		ARRIVE	ARRIVE	ARRIVE			
				PM	PM	AM		AM	PM	PM			
.....	126	2.4	BREWER.....	w	4.30	9.05	12.45	.....	8.10	.....	2.45	.....	.....
.....	129	2.1	RILEYSBURG.....					.....				.....	.....
.....	131	3.3	GESSIE.....		4.22	8.54	12.35	.....	7.56	.....		.....	.....
.....	134	2.6	PERRYSVILLE.....					.....				.....	.....
94	137	4.2	DICKASON.....		4.14	8.46	12.27	.....	7.48	.....	10.22 <sup>88</sup>	.....	.....
.....	141	2.6	CAYUGA.....		4.07	8.40	12.21	.....	7.43	.....		.....	.....
78	144	3.2	WALNUT GROVE.....	w	4.03	8.34	12.16	.....	7.36	.....		.....	.....
.....	147	3.2	NEWPORT.....		3.58	8.29	12.11	.....	7.31	.....		.....	.....
.....	149	2.8	DANA STORAGE.....					.....				.....	.....
.....	153	3.6	MONTEZUMA.....					.....				.....	.....
.....	155	7.6	HILLSDALE.....		3.47	8.18	12.00	.....	7.20	.....		.....	.....
58	162	0.7	JACKSON.....	w	3.37	8.01 <sup>98</sup>		.....		.....	8.25	.....	.....
.....	163	4.4	CLINTON.....		3.35	7.54	11.48	.....	7.08	.....	8.18	.....	.....
105	167	4.6	ATHERTON.....		3.25	7.46	11.37	.....	6.58	.....	8.08	.....	.....
56	172	1.9	OTTER CREEK JCT.....		3.19	7.40	11.31	.....	6.51	.....	8.02	.....	.....
111	174	2.7	DEWEY.....		3.15	7.36	11.26 <sup>97</sup>	.....	6.49	.....	7.58	.....	.....
.....	.....	0.8	HALEY.....		3.11	7.33	11.18	.....	6.46	.....	7.55	.....	.....
.....	177	0.2	LOCUST STREET					.....		.....	2.45	.....	.....
.....	178	0.8	TERRE HAUTE.....					.....		.....	2.35	.....	.....
.....	179	1.9	POPLAR STREET.....		3.04	7.27	11.13	.....	6.43	.....	2.28 <sup>1</sup>	.....	.....
56	180	1.4	BAKER.....	w	2.59 <sup>8</sup> 2.40 <sup>86</sup>	7.24	11.10	.....	6.40	.....	2.10	.....	.....
85	182	7.4	SPRING HILL.....		2.32 <sup>1</sup>	7.11	10.54	.....	6.07	.....	2.00	.....	.....
93	189	3.2	PIMENTO.....		2.18	7.03 <sup>93</sup>	10.45	.....	5.57	.....	1.45	.....	.....
69	192	0.7	SEIFERT.....	w	2.14	6.50	10.39	.....	5.52	.....	1.37	.....	.....
.....	193	5.5	FARMERSBURG.....					.....				.....	.....
55	199	5.3	SHELBURN.....		2.06	6.42 <sup>51</sup>	10.31	.....	5.45	.....	12.54 <sup>87</sup>	.....	.....
131	204	5.6	SULLIVAN.....	c&w	1.58	6.35	10.25	.....	5.30 <sup>9</sup>	.....	12.40	.....	.....
62	209	4.0	PAXTON.....		1.44	6.21	10.10	.....	5.12	.....	12.15	.....	.....
77	214	6.7	CARLISLE.....		1.39	6.16	10.05	.....	4.57 <sup>57</sup>	.....	12.10	.....	.....
77	220	4.7	OAKTOWN.....		1.31	6.06	9.56	.....	4.44	.....	11.44 <sup>99</sup>	.....	.....
76	225	4.9	EMISON.....		1.25 <sup>87</sup>	5.56 <sup>89</sup>	9.50	.....	4.38	.....	11.30	.....	.....
105	229	5.1	SMITH.....		1.05	5.37	9.43	.....	4.31	.....	11.20	.....	.....
72	235	1.7	VINCENNES.....		12.58	5.30	9.36	.....	4.24	.....	11.10	.....	.....
161	236	4.6	ALICE.....	w	12.53	5.23	9.29 <sup>3</sup>	.....	4.17 <sup>95</sup>	.....	10.55 <sup>55</sup> 10.10 <sup>361</sup>	.....	.....
.....	241	5.4	PURCELL.....		12.45	5.05	9.01	.....	4.03	.....	10.00	.....	.....
105	246	2.4	DECKER.....		12.37	4.55 <sup>1</sup>	8.54	.....	3.56 <sup>91</sup>	.....	9.46	.....	.....
.....	248	3.9	HAZLETON.....		12.31	4.45	8.49	.....	3.37	.....	9.31	.....	.....
105	252	2.8	MILLER.....		12.22 <sup>99</sup>	4.36	8.43	.....	3.30	.....	9.22	.....	.....
.....	255	2.9	PATOKA.....					.....		.....	9.15	.....	.....
120	258	0.7	GIBSON.....		12.10 <sup>361</sup>	4.30	8.35 <sup>51</sup> 8.30 <sup>93</sup>	.....	3.10 <sup>53</sup>	.....	9.02	.....	.....
.....	259	3.8	PRINCETON.....					.....		.....	9.00	.....	.....
60	263	2.5	KING.....		12.03 <sup>55</sup>	4.23	8.03	.....	2.44	.....	8.25	.....	.....
.....	266	1.3	MT. VERNON JCT.....	w				.....		.....		.....	.....
64	267	3.1	FORT BRANCH.....		11.58	4.18	7.58	.....	2.39	.....	8.10	.....	.....
.....	270	6.7	HAUBSTADT.....		11.53	4.14	7.53	.....	2.35	.....	8.05	.....	.....
105	276	7.3	INGLE.....		11.45	4.06	7.45	.....	2.27	.....	7.55	.....	.....
82	284	0.8	WANSFORD.....		11.35	3.55	7.34	.....	2.15 <sup>97</sup>	.....	7.46 <sup>9</sup>	.....	.....
.....	285	1.3	BELT YARD.....		11.30	3.50	7.30	.....	2.00	.....	7.35	.....	.....
.....	.....	1.4	UNION TRACK JCT.....					.....		.....		.....	.....
.....	287		EVANSVILLE.....					.....		.....		.....	.....
					AM	PM	PM		AM	AM	AM		
					LEAVE	LEAVE	LEAVE		LEAVE	LEAVE	LEAVE		

DANVILLE instead of Brewer is district initial-terminal station for through first class schedules on Danville and Evansville Districts.  
 CLINTON—Train orders and time of trains apply at end of double track.  
 POPLAR STREET—Train orders and time of trains apply at the second crossover to East track south of Poplar Street. East track extends from second crossover south of Poplar Street 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											
			FIRST CLASS				SECOND CLASS			THIRD CLASS				
			No. 31				65	61	63	163	573	171	75	
			March 2, 1947				The Silent Knight	So. Ill. Express	Meadow-lark	The Zipper	Through Freight	Through Freight	Through Freight	Through Freight
STATIONS			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex Sunday	Daily Ex Sunday	Tuesday, Thursday, Saturday
			LEAVE AM	LEAVE AM	LEAVE PM	LEAVE PM	LEAVE AM	LEAVE PM	LEAVE PM	LEAVE AM	LEAVE AM	LEAVE AM	LEAVE AM	
DNB	82.6	WOODLAND JCT...	1.05	.....	7.05	.....	12.08	3.01	8.40	.....	.....	.....	.....	9.00
DB	87.5	4.9 BRYCE .....	1.10	.....	7.10	.....	12.15	3.09	8.48	.....	.....	.....	.....	9.10
DNB	92.3	4.8 GOODWINE .....	1.15	.....	7.14	.....	12.23	3.16	8.57	.....	.....	.....	.....	9.50 <sup>60</sup>
DB	96.1	3.8 FOUNTAIN CREEK .....	1.19	.....	.....	.....	12.30	3.21	9.05	.....	.....	.....	.....	10.10
.....	99.8	3.7 HUSTLE .....	1.23	.....	.....	.....	12.37	3.27	9.15	.....	.....	.....	.....	10.20
DNB	103.4	3.6 REILLY .....	1.28	.....	7.23	.....	12.45	3.32	9.28 <sup>62</sup>	.....	.....	.....	.....	10.37 <sup>26</sup>
DB	108.0	4.6 ELLIS .....	1.34	.....	.....	.....	12.55	3.38	9.36	.....	.....	.....	.....	10.50
DNB	114.2	6.2 GERALD .....	1.40 <sup>64</sup>	.....	7.32	.....	1.11	3.47	9.49	.....	.....	.....	.....	11.00
DB	120.0	5.8 ROYAL .....	1.48	.....	7.37	.....	1.21 <sup>64</sup>	3.57	9.58	.....	.....	.....	.....	11.20
DNB	125.9	5.9 GLOVER .....	1.56	.....	7.42	.....	1.30	4.07	10.08	.....	.....	.....	.....	11.30
.....	129.1	3.2 TIPTON .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	11.40
DB	136.5	7.4 BLOCK .....	2.10	.....	7.52	.....	1.49	4.22	10.25	.....	.....	.....	.....	11.50
DB	140.0	3.5 BONGARD .....	2.16	.....	.....	.....	1.57	4.28	10.30	.....	.....	.....	.....	12.01
.....	144.8	4.8 VILLA GROVE JCT. ....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
DNB	145.1	0.3 VILLA GROVE .....	2.30 <sup>65</sup> 3.01 <sup>124</sup>	s 3.20	8.01 <sup>62</sup> 8.10	s 8.20	2.15 <sup>23</sup> 4.05	4.40 4.55	10.45 11.01	12.05	.....	8.15	.....	12.30
.....	146.3	1.2 V. E. ....	3.03	3.23 <sup>24</sup>	.....	.....	.....	4.58	.....	.....	.....	.....	.....	.....
DB	148.9	2.6 WEST RIDGE .....	.....	.....	8.13	8.24	.....	.....	.....	.....	.....	.....	.....	.....
.....	153.4	4.5 TUSCOLA .....	c 3.12	s 3.35	s 8.19	f 8.31	.....	.....	.....	.....	.....	.....	.....	.....
DNB	153.5	0.1 T. Y. TOWER .....	3.13 <sup>24</sup>	3.36	8.20	8.32	4.24	5.12	11.23 <sup>64</sup>	12.32	.....	8.40	.....	.....
.....	155.5	2.0 CRAIGS .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
DNB	159.4	3.9 BOURBON .....	w 3.19	f 3.42	8.26	f 8.38	4.32	5.20 <sup>62</sup>	11.32	12.43	.....	.....	.....	.....
DNB	164.7	5.3 ARTHUR .....	c 3.29	s 3.47	s 8.33	f 8.43	4.44	5.30	11.41	12.51	.....	9.00 <sup>22</sup> 9.26 <sup>26</sup>	.....	.....
DNB	168.4	3.7 CADWELL .....	3.34	f 3.51	8.36	f 8.47	4.49	5.35	11.46	12.56	.....	.....	.....	.....
.....	173.1	4.7 CHIPPS .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
DNB	176.1	3.0 SULLIVAN .....	w c 3.46	s 3.59	s 8.46 <sup>164</sup>	f 8.59 <sup>164</sup>	5.05	5.45	12.01	1.13	.....	10.15	.....	.....
.....	179.5	3.4 KIRKSVILLE .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	184.2	4.7 HALL .....	C&W 4.01	4.09	8.55	9.09	5.20	5.57	12.15	1.23	7.00	.....	.....	.....
.....	185.2	1.0 FINDLAY .....	w c 4.02	s 4.15	.....	f 9.10	.....	.....	.....	.....	7.05	.....	.....	.....
DNB	185.5	0.3 FINDLAY JCT. ....	4.03	4.16	8.56	9.11	5.35 <sup>60</sup>	6.00	12.18	1.41 <sup>124</sup>	7.06	12.10	.....	.....
DB	191.8	6.3 WESTERVELT .....	4.10	.....	.....	9.17	5.45	6.09	12.28	.....	7.20	.....	.....	.....
.....	194.3	2.5 HENTON .....	.....	.....	.....	.....	.....	.....	.....	.....	7.30	.....	.....	.....
DB	199.3	5.0 DOLLVILLE .....	4.17	.....	.....	9.25	5.56	6.19	12.41	.....	7.40	.....	.....	.....
.....	204.7	5.4 PANA SIDING .....	w 4.23	.....	.....	9.30	6.03	6.29	12.50	.....	8.20 <sup>22</sup>	.....	.....	.....
DNB	205.1	0.4 PANA .....	s 4.25	.....	.....	s 9.35	6.20	6.31	12.52	.....	8.30	.....	.....	.....
.....	209.5	4.4 ROSAMOND .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	213.5	4.0 OHLMAN .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
DN	218.2	4.7 NOKOMIS .....	w 4.25	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	222.9	4.7 WITT .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	227.4	4.5 IRVING .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
DN	232.4	5.0 HILLSBORO .....	C&W 4.25	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	243.2	10.8 JOAN .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
DN	252.9	9.7 LIVINGSTON .....	w 4.25	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	265.9	13.0 GARD .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	274.5	8.6 HOPKINS .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
D	275.1	0.6 MITCHELL YARD .....	.....	.....	.....	.....	10.00	10.00	4.30	.....	2.00	.....	.....	.....
DN	275.7	0.6 LENOX .....	5.54	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	276.2	0.5 MITCHELL .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	278.7	2.5 NAMEOKI .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	281.3	2.6 GRANITE CITY .....	s 6.00	.....	.....	10.50	.....	.....	.....	.....	.....	.....	.....	.....
.....	288.0	6.7 WASHINGTON AVE. ....	s 6.17	.....	.....	c 11.08	.....	.....	.....	.....	.....	.....	.....	.....
DN	290.4	2.4 ST. LOUIS .....	6.32	.....	.....	11.20	.....	.....	.....	.....	.....	.....	.....	.....
			AM	AM	PM	PM	AM	PM	AM	AM	PM	PM	PM	PM
			ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE

Between Pana and Granite City trains will use Big 4 current time table.  
 Between Granite City and St. Louis use TRRA current time table and instructions.  
 See Rule 3—Page 23.

VILLA GROVE JCT.—See time of Westville District trains on page 16 as applying at Villa Grove Jct.  
 FINDLAY JCT. AND HALL—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.  
 No. 171 is superior to No. 170.

# ST. LOUIS DISTRICT—Northward

Siding Car Capacity	Station Numbers	Distance between Stations	TIME TABLE No. 31 March 2, 1947	FIRST CLASS				SECOND CLASS			THIRD CLASS													
				124	24	22	26	60	62	64	574	74	170	164										
				Chicago Express	The Silent Knight	The Zipper	Meadow Lark	Through Freight	Through Freight	Through Freight	Local Freight	Local Freight	Local Freight	Through Freight										
				STATIONS	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Monday, Wednesday, Friday	Daily Ex. Sunday	Daily									
			ARRIVE AM	ARRIVE AM	ARRIVE AM	ARRIVE AM	ARRIVE AM	ARRIVE PM	ARRIVE AM	ARRIVE PM	ARRIVE AM	ARRIVE PM	ARRIVE PM											
	83	4.9	WOODLAND JCT.		5.24		10.55	10.10	10.15 <sup>10</sup>	2.34		10.21												
	83 C 88	4.8	BRYCE		5.14			10.00	10.02	2.25		10.10												
	90 C 92	3.8	GOODWINE		5.09		10.46	9.50 <sup>75</sup>	9.52	2.18		10.00												
	88 C 96	3.7	FOUNTAIN CREEK		5.05			9.42 <sup>74</sup>	9.45	2.11		9.42 <sup>60</sup>												
	78 C100	3.6	HUSTLE		5.02			9.35	9.38	2.05		9.30												
	77 C103	4.6	REILLY		4.59		10.37 <sup>75</sup>	9.29	9.28 <sup>63</sup>	1.56		9.15												
	89 C108	6.2	ELLIS		4.55			9.20	9.07	1.48		9.00												
	90 C114	5.8	GERALD	w	4.49		10.27	9.10	8.57	1.40 <sup>23</sup>		8.47												
	77 C120	5.9	ROYAL		4.43			8.50	8.48	1.21 <sup>65</sup>		8.29												
	100 C126	3.2	GLOVER		4.37		10.17	8.38	8.37	1.08		8.08												
		7.4	TIPTON		4.26							7.55												
	80 C136	3.5	BLOCK		4.21		10.08	8.15	8.16	12.51		7.40												
	80 C140	4.8	BONGARD				10.05	8.05	8.08	12.45		7.30												
		0.3	VILLA GROVE JCT.																					
		1.2	VILLA GROVE	w s	3.01 <sup>23</sup>	s	4.15 3.45	s 9.30	s	9.59 9.51	f	7.50 6.50	f	8.01 <sup>25</sup> 6.55	f	12.35 11.55	f	7.15	f	4.15	f	10.40		
		2.6	V. E.		2.50		3.23 <sup>123</sup>	9.25	9.47	6.37	5.52	11.40										10.01		
	C149	4.5	WEST RIDGE		2.48		3.19	9.22	9.45		5.42	11.35												
	C153	0.1	TUSCOLA	s	2.41	c	3.14	f 9.17	s 9.40															
	115 C154	2.0	T. Y. TOWER		2.39		3.13 <sup>23</sup>	9.16	9.37	6.25	5.29	11.23 <sup>63</sup>										3.25	9.30	
	C156	3.9	CRAIGS																					
	115 C159	5.3	BOURBON	w f	2.32		3.00	f 9.10	9.32	6.16	5.20 <sup>61</sup>	11.10										2.55	9.23	
	115 C165	3.7	ARTHUR	s	2.26	c	2.50	f 9.05 <sup>171</sup>	s 9.26 <sup>171</sup>	6.10	5.06	11.01										2.45	9.18	
	115 C168	4.7	CADWELL	f	2.16		2.40	f 9.00	9.20	6.04	4.58	10.53											9.13	
		3.0	CHIPPS																					
	115 C176	3.4	SULLIVAN	w s	2.01	s	2.30	s 8.52	s 9.10	5.55	4.44	10.40										2.05	8.59 <sup>25</sup> 8.40 <sup>21</sup>	
	C180	4.7	KIRKSVILLE																					
	85 C184	1.0	HALL	c&w	1.52		2.20	8.40	9.02	5.40	4.26	10.20	1.45											8.25
	C185	0.3	FINDLAY	w s	1.42	c	2.15	f 8.39		5.36			1.30											
	C186	6.3	FINDLAY JCT.		1.41 <sup>163</sup>		2.14	8.38	9.00	5.35 <sup>65</sup>	4.23	10.16	1.25										1.45	8.10
	84 Y192	2.5	WESTERVELT				2.04	8.32		5.26	4.13	10.05	1.08											
	Y194	5.0	HENTON										12.58											
	84 Y199	5.4	DOLLVILLE				1.59	8.25		5.16	3.58	9.53	12.48											
	60 Y204	0.4	PANA SIDING	w			1.51	8.20 <sup>573</sup>		5.00	3.51	9.39	12.32											
		4.4	PANA				s 1.50	s 8.19		4.50	3.45	9.37	12.30											
	Y209	4.0	ROSAMOND																					
	Y213	4.7	OHLMAN																					
	Y218	4.7	NOKOMIS	w																				
	Y222	4.5	WITT																					
	Y227	5.0	IRVING																					
	Y232	10.8	HILLSBORO	c&w																				
	Y243	9.7	JOAN																					
	Y253	13.0	LIVINGSTON	w																				
	Y266	8.6	GARD																					
		0.6	HOPKINS																					
	Y276	0.6	MITCHELL YARD							3.00	1.15	7.45	7.00											
		0.5	LENOX				12.32																	
		2.5	MITCHELL																					
	Y279	2.6	NAMEOKI																					
	Y282	6.7	GRANITE CITY				c 12.26	7.07																
		2.4	WASHINGTON AVE.				12.07	s 6.53																
	Y290		ST. LOUIS				11.59	6.45																
					AM	PM	AM	AM	AM	AM	PM	PM	AM	AM	PM	PM	AM	AM	PM	PM	AM	PM	PM	PM
					LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	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. AND HALL—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.  
No. 171 is superior to No. 170.

SALEM DISTRICT—Southward

Train Order Stations	Distance from Chicago	Distance between Stations	TIME TABLE No. 31 March 2, 1947	FIRST CLASS			THIRD CLASS					C.B.&O. Freight	
				125	123	25	163	181	263	175	173		183
				Passenger Equipment	So. Ill. Express	Meadow-lark	Through Freight	Mixed	Local Freight	Local Freight	Local Freight		
				STATIONS	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday		Daily Ex. Sunday
			LEAVE AM	LEAVE AM	LEAVE PM	LEAVE AM	LEAVE AM	LEAVE AM	LEAVE AM	LEAVE AM	LEAVE PM		
DN	185.5		FINDLAY JCT.		4.16	8.56	1.41 <sup>124</sup>						
.....	192.8	7.3	FAIR GROUND	w	4.26	9.03	1.56					8.15	
.....	193.9	1.1	SHELBYVILLE		s 4.28	s 9.06						8.31	
.....	198.4	4.5	BAXTER									8.51 <sup>26</sup>	
.....	200.1	1.7	CLARKSBURG		4.44	9.15						10.01 <sup>172</sup>	
DN	204.5	4.4	MODE		s 4.50	9.21	2.23					10.25	
.....	208.1	3.6	HOLLAND										
.....	212.9	4.8	MOCCASIN		5.03	9.29	2.35						
D	218.9	6.0	ALTAMONT		s 5.25	f 9.36	2.50						
DN	224.4	5.5	S. X. TOWER	w	5.33	9.42	3.00					12.30	
.....	224.6	0.2	ST. ELMO		s 5.37	s 9.44							
.....	229.7	5.1	ST. JAMES		f 5.44	9.51	3.15						
D	233.2	3.5	LOGOOTE		s 5.51								
D	235.7	2.5	ST. PETER		s 5.56	9.57	3.27						
.....	242.4	6.7	KINMUNDY		s 6.07	f 10.05							
DN	242.7	0.3	K. J. TOWER		6.08	10.06	3.40						
.....	248.2	5.5	BRUBAKER		6.14								
DN	252.1	3.9	SALEM YARD	w	6.33	10.16	4.00			7.01	7.45	2.20	
.....	253.8	1.7	SALEM		s 6.45	s 10.21							
DN	254.1	0.3	S. A. TOWER										
.....	260.0	5.9	CARTER		f 6.57	10.28							
D	263.3	3.3	KELL		s 7.03	10.33				7.21 <sup>26</sup>			
.....	267.2	3.9	TEXICO		f 7.16 <sup>26</sup>	10.38				7.30			
.....	275.7	8.5	MT. VERNON	w	s 7.26	s 10.50 <sup>124</sup>				7.50	12.32 <sup>264</sup>		
DN	276.2	0.5	V. N. TOWER		7.39	10.51				7.56			
.....	283.7	7.5	BONNIE		f 7.47								
D	287.2	3.5	INA		s 7.53	11.03				8.20 <sup>174</sup>			
.....	291.7	4.5	WHITTINGTON		s 8.04 <sup>174</sup>								
DN	298.0	6.3	BENTON		s 8.13	s 11.20				8.40	1.50		
DN	305.0	7.0	WEST FRANKFORT	C&W	s 8.35	s 11.31				9.15	2.45		
DN	310.7	5.7	JOHNSTON CITY		s 8.45	s 11.41							
.....	311.3	0.6	BARLOW		8.47	11.42				9.30			
DN	316.6	5.3	MARION		s 8.59	s 11.51							
.....	316.9	0.3	MARION SIDING		9.00	11.52				10.32 <sup>264</sup>			
.....	321.8	4.9	HUDGENS		9.07								
DN	324.0	2.2	NEILSON		f 9.10	12.01				10.53		3.35	
DN	329.3	5.3	GOREVILLE	w	f 9.24	12.10				11.13		3.50	
.....	334.0	4.7	OMAR		9.34 <sup>184</sup>	12.20				11.25		4.01	
.....	336.4	2.4	BUNCOMBE		f 9.39								
.....	339.7	3.3	WEST VIENNA		s 9.47	s 12.30				11.59			
DN	339.8	0.1	W. V. TOWER		9.48	12.31						4.15	
.....	340.8	1.0	BRUCE		9.49 <sup>264</sup>	12.32				12.01			
D	345.3	4.5	CYPRESS	C&W	s 9.59	12.40		5.30		12.11			
.....	347.6	2.3	JOPPA JCT.		10.09			5.45					
.....	351.1	3.5	PERKS	w	f 10.19								
.....	356.5	5.4	ULLIN		s 10.32								
DN	362.8	6.3	TAMMS		s 10.46					12.57			
D	369.3	6.5	OLIVE BRANCH		s 11.00								
D	378.0	8.7	THEBES	w	11.30					1.32			
.....	379.7	1.7	GALE JCT.										
.....	380.3	0.6	NORTH JCT.										
DN	394.4	14.1	CHAFFEE						3.20				
				AM	AM	AM	AM	AM	PM	PM	PM	PM	
				ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	

FINDLAY JCT. AND HALL—Train orders and time of trains apply at end of double track.  
 SALEM YARD—Train orders and time of southward trains apply at train order signal.  
 CYPRESS—Train orders for and time of No's 25, 180 and 181 apply at train order signal. No. 180 will pull by train order signal to discharge passengers on station platform. No. 125 authorized to leave without Blank A.  
 THEBES—Train orders and time of trains apply at station.  
 No. 125 will lose right and schedule when one hour late.  
 No. 125 is superior to 126.

# SALEM DISTRICT—Northward

Sliding Car Capacity	Station Numbers	Distance between Stations	TIME TABLE No. 31 March 2, 1947	FIRST CLASS			THIRD CLASS					
				126	26	124	174	172	264	180	184	164
				Passenger Equipment	Meadow-lark	Chicago Express	Local Freight	Local Freight	Local Freight	Mixed	C.B.&Q. Freight	Through Freight
				STATIONS	Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily
				ARRIVE AM	ARRIVE AM	ARRIVE AM	ARRIVE PM	ARRIVE PM	ARRIVE PM	ARRIVE AM	ARRIVE AM	ARRIVE PM
75	C186	7.3	FINDLAY JCT.		9.00	1.41 <sup>163</sup>		2.45				8.10
	C193	1.1	FAIR GROUND	w	8.52	1.27		2.05				7.57
	C194	4.5	SHELBYVILLE		s 8.51 <sup>173</sup>	s 1.25						
	C198	1.7	BAXTER									
75	C200	4.4	CLARKSBURG		8.42	1.06		10.01 <sup>173</sup>				
68	C205	3.6	MODE		8.36	s12.59		9.40				7.15
	C208	4.8	HOLLAND									
83	C213	6.0	MOCCASIN		8.27	12.47						6.55
75	C219	5.5	ALTAMONT		f 8.17	s12.35						
60	C223	0.2	S. X. TOWER	w	8.12 <sup>172</sup>	12.29		8.12 <sup>26</sup>				6.37
	C224	5.1	ST. ELMO		s 8.11	s12.27						
75	C230	3.5	ST. JAMES		8.03	f12.17						6.19
	C233	2.5	LOGOOTE			s12.12						
75	C236	6.7	ST. PETER		7.56	s12.07						6.08
	C242	0.3	KINMUNDY		f 7.49	s11.57						
72		5.5	K. J. TOWER		7.47	11.54		7.25				5.56
	C248	3.9	BRUBAKER									
	C252	1.7	SALEM YARD	w	7.38	11.42	3.00	7.01	2.10			5.25
	C254	0.3	SALEM		s 7.35	s11.32						
		5.9	S. A. TOWER		7.31	11.27			2.05			
	C260	3.3	CARTTER			f11.18						
95	C263	3.9	KELL		7.21 <sup>263</sup>	s11.13			1.15			
76	C267	8.5	TEXICO		7.16 <sup>123</sup>	f11.01			12.55			
71	C276	0.5	MT. VERNON	w	s 7.06	s10.50 <sup>25</sup>	12.32 <sup>264</sup>	12.32 <sup>174</sup>	12.32 <sup>175</sup>			
		7.5	V. N. TOWER		7.02							
	C284	3.5	BONNIE			f10.29						
96	C287	4.5	INA		6.49	s10.22	8.20 <sup>263</sup>		11.58			
	C292	6.3	WHITTINGTON			s10.10	8.04 <sup>123</sup>					
73	C298	7.0	BENTON		s 6.36	s10.03	7.30		11.40			
69	C305	5.7	WEST FRANKFORT	c&w	s 6.25	s 9.41	7.00		11.15			
	C311	0.6	JOHNSTON CITY		s 6.15	s 9.27						
75	C312	5.3	BARLOW		6.12	9.20			10.44			
	C317	0.3	MARION		s 6.05	s 9.10						
75	C318	4.9	MARION SIDING		6.02	9.05			10.32 <sup>263</sup>			
	C322	2.2	HUDGENS			8.53						
	C324	5.3	NEILSON		5.51	f 8.48			10.22		9.55	
75	C329	4.7	GOREVILLE	w	5.43	s 8.33			10.12		9.40	
74	C333	2.4	OMAR		5.35	8.28			10.01		9.34 <sup>123</sup>	
	C336	3.3	BUNCOMBE			f 8.22						
	C340	0.1	WEST VIENNA		s 5.25	s 8.14						
		1.0	W. V. TOWER		5.23	8.13					9.15	
64	C341	4.5	BRUCE		5.22	8.12			9.49 <sup>123</sup>			
75	C345	2.3	CYPRESS	c&w	12.55	s 8.05			9.28	9.15		
	C348	3.5	JOPPA JCT.		12.50	7.55				9.05		
	C351	5.4	PERKS	w		f 7.47			9.04			
75	C357	6.3	ULLIN			s 7.34			8.50			
75	C363	6.5	TAMMS			s 7.20			8.35			
33	C369	8.7	OLIVE BRANCH			s 7.05						
	C378	1.7	THEBES	w		6.50			8.01			
		0.6	GALE JCT.									
		14.1	NORTH JCT.									
	C394		CHAFFEE						7.15			
				AM LEAVE	AM LEAVE	PM LEAVE	AM LEAVE	AM LEAVE	AM LEAVE	AM LEAVE	AM LEAVE	PM LEAVE

FINDLAY JCT. AND HALL—Train orders and time of trains apply at end of double track.  
 SALEM YARD—Train orders and time of southward trains apply at train order signal.  
 CYPRESS—Train orders for and time of No's 25, 180 and 181 apply at train order signal. No. 26 authorized to leave without blank A. No. 180 will pull by train order signal to discharge passengers on station platform. Joppa Jct.—No. 126 authorized to leave without Blank A.  
 THEBES—Train orders and time of trains apply at station. No. 124 authorized to leave without Blank A.  
 No. 125 is superior to No. 126.

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	
41	77	‡237	121	No. 31				122	‡238			40	76		
Local Freight	Local Freight	Miner Train	Passenger	March 2, 1947				Passenger	Miner Train			Local Freight	Local Freight		
Tuesday, Thursday, Saturday	Daily Ex. Sunday	Daily Ex. Sunday and Holidays	Daily	STATIONS		Daily	Daily Ex. Sunday and Holidays	Tuesday, Thursday, Saturday	Daily Ex. Sunday						
LEAVE AM	LEAVE AM	LEAVE AM	LEAVE PM					ARRIVE AM	ARRIVE PM	ARRIVE AM	ARRIVE PM				
	7.10		12.30		123.2		DANVILLE.....	123	11.40						
	7.15		12.35	DNB	123.0	0.2	NORTH YARD..... w	123	11.36		1.25				
	7.30	s 5.57	s12.45 <sup>76</sup>	DB	123.6	0.6	RILEY TRACK.....		5.00		1.20				
	7.45	a 6.10	s12.57		128.8	5.2	GRAPE CREEK.....	W129	s11.24	s 4.42	12.45 <sup>121</sup>				
	7.55		12.59	DNB	132.4	3.6	WESTVILLE.....	W132	s11.14	s 4.30	12.15				
			1.04		132.8	0.4	W. R. TOWER.....		11.12	4.28	12.10				
			1.06		136.1	3.3	PEABODY JCT.....		11.06		11.52				
					136.8	0.7	BUNSEN SWITCH.....		11.05	4.20					
	8.15		s 1.12	D	142.1	5.3	INDIANOLA.....	W142	48	s10.57	11.40				
					145.3	3.2	SCONCE.....								
9.01	8.27		1.16		145.6	0.3	SIDELL JCT..... w		10.48	9.20	11.27				
9.04	8.40		s 1.21	D	146.5	0.9	SIDELL.....	W146	s10.45	9.15	11.25				
	8.50		1.24		150.1	3.6	HASTINGS.....	W150	10.37		11.10				
	9.00		s 1.29	D	152.6	2.5	ALLERTON.....	W153	s10.33		11.05				
	9.10		s 1.33	D	155.7	3.1	BROADLANDS.....	W156	s10.28		10.56				
	9.20		s 1.40	D	159.7	4.0	LONGVIEW.....	W160	s10.23		10.46				
	9.30		f 1.44	D	161.9	2.2	FAIRLAND.....	W162	f10.17		10.41				
	9.37		1.49		164.9	3.0	VILLA GROVE JCT....	C144	10.12		10.35				
	9.55		1.55	DN	165.2	0.3	VILLA GROVE..... w	C145	10.10		10.30				
AM ARRIVE	AM ARRIVE	AM ARRIVE	PM ARRIVE					AM 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 24.

No. 77 is superior to No. 76 and No. 40.

No. 41 is superior to No. 40.

Nos. 237 and 238 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. 238 will use its schedule from Bunsen Switch to Riley Track without Blank A.

Nos. 77 and 76 will handle Baggage and Express.



FREELAND PARK BRANCH Danville District				CISSNA PARK BRANCH Danville District				JUDYVILLE BRANCH Danville District						
Distance between Stations*	TIME TABLE No. 31 March 2, 1947		Station Numbers	Station Tracks Car Capacity	Distance between Stations*	TIME TABLE No. 31 March 2, 1947		Station Numbers	Station Tracks Car Capacity	Distance between Stations*	TIME TABLE No. 31 March 2, 1947		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	4.1	PENCE		K114	24
2.6	FREELAND PARK		F100	40	3.7	CLAYTONVILLE		B100	23	1.8	STEWART		K116	
						CISSNA PARK	w	B104	40	4.4	JUDYVILLE		K121	15

SIDELL BRANCH—Westville District						MT. VERNON BRANCH—Evansville District					
SOUTHWARD		TIME TABLE		NORTHWARD		SOUTHWARD		TIME TABLE		NORTHWARD	
Third Class	Train Order Stations	No. 31	Station Numbers	Third Class	Siding Car Capacity	Third Class	Train Order Stations	No. 31	Station Numbers	Third Class	Siding Car Capacity
41		March 2, 1947		40		303		March 2, 1947		302	
Local Freight	Distance from Chicago	STATIONS	Station Numbers	Local Freight	Distance from Chicago	Mixed	Distance from Chicago	STATIONS	Station Numbers	Mixed	Distance from Chicago
Tuesday, Thursday, Saturday	Distance between Stations			Tuesday, Thursday, Saturday	Distance between Stations	Daily Ex. Sunday	Distance between Stations			Daily Ex. Sunday	Distance between Stations
LEAVE AM		ROSSVILLE JCT.	107	ARRIVE AM		LEAVE PM		FORT BRANCH	267	ARRIVE AM	
8.00	107.1	w		10.25		12.50	266.7	D N		11.35	
8.08	111.8	4.7	D112	10.13		12.55	265.4	1.3	w	11.30	
8.15	115.9	4.1	D116	10.06		f 1.25	47	271.5	D	6.1	M272
8.22	119.8	3.9	D120	9.59		1.31	5	274.4	2.9		M275
8.31	125.4	5.6	D125	9.50		f 1.37	23	277.4	D	3.0	M278
8.35	127.5	2.1	D128	9.46	63	f 1.50	55	281.8	D	4.4	M282
8.45	132.1	4.6	D132	9.36				282.2	0.4		M283
8.53	136.1	4.0	D136	9.23		2.05	18	286.5	D	4.3	M288
8.57	138.6	2.5	D139	9.24		2.17		291.8	5.3		M294
9.01	141.4	2.8	W141	9.20		2.25	9	295.7	3.9		M298
AM				AM				301.3	5.6		M304
ARRIVE				LEAVE		2.40		302.1	D	0.8	M305
						PM					AM
						ARRIVE					LEAVE

No. 41 is superior to No. 40.

BRAZIL BRANCH—Evansville District						JOPPA BRANCH—Salem District					
SOUTHWARD		TIME TABLE		NORTHWARD		SOUTHWARD		TIME TABLE		NORTHWARD	
Third Class	Train Order Stations	No. 31	Station Numbers	Third Class	Siding Car Capacity	Third Class	Train Order Stations	No. 31	Station Numbers	Third Class	Siding Car Capacity
181		March 2, 1947		180		181		March 2, 1947		180	
Mixed	Distance from Chicago	STATIONS	Station Numbers	Mixed	Distance from Chicago	Mixed	Distance from Chicago	STATIONS	Station Numbers	Mixed	Distance from Chicago
Daily Ex. Sunday	Distance between Stations			Daily Ex. Sunday	Distance between Stations	Daily Ex. Sunday	Distance between Stations			Daily Ex. Sunday	Distance between Stations
LEAVE AM		OTTER CREEK JCT.	172	ARRIVE AM		LEAVE AM		JOPPA JCT.	C348	ARRIVE AM	
5.45	347.6			5.45		5.45	347.6			9.05	
5.48	348.5	0.9	E175	5.48		5.48	348.5	0.9		f 8.55	
5.50	349.4	0.9	E176	5.50	10	5.50	349.4	0.9		f 8.46	
s 6.00	351.5	2.1	E179	s 6.00		s 6.00	D	351.5	2.1	s 8.40	
s 6.14	355.5	4.0		s 6.14		s 6.14	D	355.5	4.0	s 8.20	
6.30	363.3	7.8	E185	6.30		6.30	D	363.3	7.8	s 8.00	
AM				AM		AM				AM	
ARRIVE				ARRIVE		ARRIVE				LEAVE	

No. 181 is superior to No. 180—This is authority for No. 181 to leave Cypress without Blank A.

**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. Wansford for Company Material.
- No. 3—Watseka to receive revenue passengers for Terre Haute and south.
- No. 4—Watseka to discharge revenue passengers from Terre Haute and south.
- No. 8—Carlisle to receive and discharge revenue passengers. Kensington to discharge revenue passengers from Momence and stations south.
- No. 10—Wansford on days No. 98 operates, to land herder. Patoka, Hazelton, Oaktown to load or unload mail.
- No. 21—Nokomis on signal to receive or discharge revenue passengers. Hillsboro daily to receive or discharge revenue passengers. Washington Ave. to discharge revenue passengers from regular stops Sullivan and North.
- No. 22—Nokomis on signal to receive or discharge revenue passengers. Hillsboro daily to receive or discharge revenue passengers.
- No. 23—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 daily to receive or discharge revenue passengers. 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 daily to receive or discharge revenue passengers. Livingston and Nokomis to receive revenue passengers for Englewood and Chicago. Findlay, to discharge revenue passengers from St. Louis and Hillsboro. Sullivan, daily except Sunday to transfer express to 123. Arthur and Tuscola to discharge revenue passengers from St. Louis, Hillsboro and Pana. Watseka and North at all flag stops to load or unload parcel post mail, or express daily except Sunday. Glenwood, to load or unload mail. Kensington to discharge revenue passengers.
- No. 88—Clinton to discharge revenue passengers from south of Ohio river.
- No. 89—Momence, to discharge revenue passengers from Chicago.
- No. 92—Chicago Heights to discharge revenue passengers from Nashville, Tenn. and points south.
- No. 95—Chicago Heights to receive revenue passengers for Tallahoma, Tenn. and points south.
- No. 96—Will reduce speed to fifteen (15) miles per hour passing Wellington for dispatch of U. S. Mail. Sullivan and Clinton to receive revenue passengers for Englewood and Chicago. Rossville and Wellington to receive revenue passengers for regular stops. Woodland to discharge revenue passengers from Danville and stations south and to receive revenue passengers for Englewood and Chicago. Momence to receive passengers for Englewood and Chicago.
- No. 98—Chicago Heights, to discharge revenue passengers from Nashville and points south.
- No. 99—Chicago Heights to receive revenue passengers for Nashville, Tenn., and south when advance reservations have been secured by passengers.
- No. 123—Bourbon, Cadwell, St. James, Cartter, Texico, Bonnie, Buncombe and Perks — Daily except Sunday to load and unload U. S. Mail.
- No. 124—Perks, Buncombe, Texico and Cartter, Daily except Sundays to load and unload U. S. Mail and Cream.

At all flag stops trains will stop to discharge or receive passengers or mail on flag from station platform or on advice from mail clerk.

FRELAND PARK BRANCH		SIDELL BRANCH—Waverly District		BRALIA BRANCH—Evanville District	
STATION	TIME TABLE	STATION	TIME TABLE	STATION	TIME TABLE
WATSEKA	8:00 AM	WATSEKA	8:00 AM	WATSEKA	8:00 AM
WATSEKA	12:00 PM	WATSEKA	12:00 PM	WATSEKA	12:00 PM
WATSEKA	4:00 PM	WATSEKA	4:00 PM	WATSEKA	4:00 PM
WATSEKA	8:00 PM	WATSEKA	8:00 PM	WATSEKA	8:00 PM
WATSEKA	12:00 AM	WATSEKA	12:00 AM	WATSEKA	12:00 AM

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 V. E., and Spring switch Hall to 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. The most easterly track between Cory and North Yard is a running track and may be used in either direction.
- 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—Note Speed restrictions for trains handled by Diesel engines. Except as otherwise restricted, trains and engines must not exceed:

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

- d—Consolidated engines when doubleheaded with 1800-1900 class or Pacific type engines 35 MPH operating light or with caboose or coach only 25 MPH.
- e—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.
- f—Diesel engines: Light or in tow handle next to caboose—30 MPH.
- g—Passenger Diesel Engines: Cannot be coupled with steam engines pilot to pilot. Steam engine doubleheading with Multiple Unit Diesels, steam engine must be in lead. Steam engine doubleheading with single unit Diesel, Diesel should be operated in lead.

In multiple or single unit operation may be double headed with any steam engine not restricted in territory where double head move will be made.

- h—Engines without engine truck 20 MPH.
- i—Trains handling Steam Derrick, Pile Driver, Spreader Car, 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 Jet. 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—Track Scale Test Car A1034 handle only in local freight trains and place next to caboose. Yard Center to Evansville, Woodland Jet. to Pana, Findlay Jet. to Cypress 25 MPH except around curves 15 MPH. Cissna Jet. to Goodwine, Sidell Branch, Westville to Villa Grove Jet., Cypress to Thebes 20 MPH except around curves 15 MPH. Danville to Westville, Brazil and Mount Vernon Branches 15 MPH except around curves 10 MPH. All other branch lines 10 MPH.
- k—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.
- l—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.
- m—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 employees 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. Employees 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, employees 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 Jct. 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 engine 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 when possible to do so 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 South End; Steger South End; Coaler North End Northward Siding; Clinton, Sullivan; Ind.; Union Track Junction; Villa Grove Jct.; and Villa Grove end of double track and V.E. Yard Lead. Hall North end. These switches are so connected that wheels when trailing through, will force the switch points open and allow free passage without operating switch by hand. When movements 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.

GENERAL INSTRUCTIONS

1. TRAINS MUST BE OPERATED IN ACCORDANCE WITH THE RULES AND INSTRUCTIONS CONTAINED IN THIS TIME TABLE.

2. THE CHIEF TRAIN DISPATCHER IS THE AUTHORITY FOR THE OPERATION OF TRAINS AND IS RESPONSIBLE FOR THE SAFETY OF THE RAILROAD.

3. TRAINS MUST BE STOPPED AT ALL SIGNALS AND SWITCHES SHOWING STOP OR PROTECTIVE SIGNALS.

4. TRAINS MUST BE STOPPED AT ALL SIGNALS AND SWITCHES SHOWING PROTECTIVE SIGNALS.

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93. TRAINS MUST BE STOPPED AT ALL SIGNALS AND SWITCHES SHOWING PROTECTIVE SIGNALS.

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100. TRAINS MUST BE STOPPED AT ALL SIGNALS AND SWITCHES SHOWING PROTECTIVE SIGNALS.

## 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—  
No. 122 will, unless otherwise instructed, use northward track from North Yard to Danville station.  
No. 121 leaving Danville station will back northward to the crossover at North Yard.  
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 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 Jct. to Villa Grove without Blank A.
- b—Northward train order signal arm removed. When train orders are to be delivered to a northward train, a red or yellow flag or light will be displayed on the mast which carries the southward train order signal. 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—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.
- b—Southward freight trains stopped for the M.C. crossing must stop with the engine north of the street north of depot platform.
- c—COALER—Northward trains may pass train order signal at stop, a sufficient distance to take coal and water before signing train orders.

**4—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.
- c—OAKLAWN—Crossover switches electrically locked. After use crews must leave switches in normal with electrically locked handle in locked position and case door closed.

### EVANSVILLE DISTRICT

**5—C.T.C. INFORMATION:**

When remotely controlled switch is hand thrown, on permission from dispatcher, to head in or out of siding, person moving lever to "Hand" position must remain at switch and replace lever to "Motor" position after the move has been completed.

**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 between Clinton and Wansford, governing movement on to main track, except the signal governing southward movement from siding Dewey and northward movement from inside and coach track Terre Haute, are a part of the block system and give indications as per rule 601.
- 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.

**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 Avenue (200 feet north of MP 178) not to exceed eight (8) MPH prepared to stop on signal from 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—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.

**10—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.....	12:15 AM.....	12:25 AM
92.....	4:25 AM.....	4:35 AM
4.....	6:05 AM.....	6:15 AM
88.....	6:20 AM.....	6:30 AM
8.....	11:40 AM.....	11:50 AM
86.....	12:01 PM.....	12:11 PM
10.....	3:45 PM.....	3:55 PM
98.....	5:00 PM.....	5:10 PM
90.....	9:50 PM.....	10:00 PM
94.....	11:20 PM.....	11:30 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

**11—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 derails, 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

**12—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

**13—BLOCK INFORMATION:**

- a—Rules 301 to 375 in effect between Woodland Junction, and Villa Grove Junction, V.E. and Sullivan, and between Findlay Junction and Pana.
- b—Rules 501 to 513 in effect Villa Grove Junction to V.E. and between Sullivan and Findlay Junction.
- c—GOODWINE—GLOVER—Southward trains entering siding to meet northward trains or to be passed by southward trains, may pass block signal indicating stop and be governed by rule 365.
- d—VILLA GROVE JUNCTION—Northward color light high manual block signal and color light northward dwarf manual block signal located at clearance point end of double track at Villa Grove Junction governs northward movements to next open manual block station. Indications given by these signals are in accordance with Rule 301 and Rules 301 to 375 will apply except Rule 374.  
V.E.—Color light high southward manual block signal and color light southward dwarf manual block signals located at end of double track and clearance point for yard lead govern southward movements to next open block station. Indications given by these signals are in accordance with Rule 301 and Rules 301 to 375 will apply except Rule 374.  
Trains receiving a stop signal at Villa Grove Junction or V.E. will call operator at Villa Grove as per Rule 371.

**DISTRICT INSTRUCTIONS—Continued**

- 14—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 Jct., and Chief train dispatcher at Salem may issue orders annulling schedules between Villa Grove and Pana.

**SALEM DISTRICT**

- 15—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.  
 16—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.  
 17—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, Orient and West Mine 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.  
 18—SIDINGS MAY BE BLOCKED WITHOUT NOTICE AS FOLLOWS:  
 Mt. Vernon, West Frankfort.  
 19—JOPPA—Expect to find cars on main track without notice.

**WESTVILLE DISTRICT**

- 20—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 13d, Page 21. Southward trains must procure from operator Villa Grove, a check of all over-due northward and southward superior trains before entering St. Louis District main track.  
 21—Westville District trains must secure Blank A at North Yard.

**SIDELL BRANCH**

- 22—Unless otherwise instructed trains to the Sidell Branch will report by telephone to train dispatcher when clear of Westville District main. Trains from the Sidell Branch will report by telephone to train dispatcher when clear of Sidell Branch main.

**YARD LIMITS  
 DANVILLE DISTRICT**

Stations	From	To
Yard Center	Dolton Jct.	TP 20-35
Chicago Heights	Signal 26-7	TP 29-3
Momence	TP 48-40	TP 51-45
Watska	MP 76	Signal 80-4
Milford	MP 87	Milford Jct. (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 123

**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	
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 Jct.	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	TP 318-32
Cypress	MP 344	TP 348-17
Thebes	TP 377-1	Bridge Jct.

**JOPPA BRANCH**

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

**WESTVILLE DISTRICT**

Danville	Danville Dist.	TP 124-30
Westville	TP 131-20	MP 138
Villa Grove	MP 164	Villa Grove Jct.
Sidell Jct.—Sidell	MP 145	MP 147

**SIDELL BRANCH**

Rossville Jct.	Main Line	MP 108
Sidell Jct.	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. Deraill 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 Jct. and Chaffee, trains will use the tracks and time tables and be governed by rules and instructions issued by the SI&MB Co. the StLSW and the StLSFRy. Time shown on this time table as at Chaffee is for information only. Thebes is initial and terminal station under rule 4 Book of Rules.

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

- c—NORTH JCT. INTERLOCKING: Switch at North Jct. and switches of crossover between the northward and southward main track of the SI&MB Co. at North Jct. are remotely controlled switches, included in controlled electric interlocking at North Jct. and operated by Missouri Pacific operators at Gale.

All trains and engines operating on the S.I.&M.B. Co. will be governed by S.I.&M.B. Bulletin No. 1, which reads as follows:

Interlocking Rules Nos. 1 to 53, inclusive, and Automatic Block Signal Rules Nos. 1 to 8, inclusive, in Southern Illinois & Missouri Bridge Company Rules of the Operating Department, effective January 1, 1936, are cancelled. General Rules Nos. 1 to 12, inclusive, in such Rules will remain in effect.

The Uniform Code of Operating Rules, dated November 1, 1940, and Supplement thereto, dated May 1, 1945, are adopted and become effective on the Southern Illinois & Missouri Bridge Company, and will govern train and engine movements between Illmo Interlocking and North Junction.

**NORTH JUNCTION, CONTROLLED ELECTRIC INTERLOCKING:**

Signal Indication Rules 281 to 292-A, inclusive, Automatic Block Signal Rules 505 to 519, inclusive, (except 509 (b) ), Interlocking Rules 605, 605 (a to d), inclusive, Rule 607, and Rules 661 to 671, inclusive, in The Uniform Code of Operating Rules, are effective.

Rule 536 in Supplement to the Uniform Code, dated May 1, 1945, governs operation of Remotely Controlled Switches by hand.

The Interlocking Home Signals operate in conjunction with automatic block signals, governing northward movements onto Missouri Pacific and C & E I tracks, and governing southward movements with the current of traffic only on Bridge Company tracks.

The indication of signals for southward movements against the current of traffic on Bridge Company's tracks will not relieve trains and engines from complying with Rule 2, on Page 3, of SI&MB Operating Rules, effective January 1, 1936.

Remotely Controlled Switches and Home Signals at North Junction are controlled by Control Operator at Gale. Telephones for communicating with the Control Operator are located adjacent to Home Signals.

Movements through turnout to and from Bridge Company's single track, through Junction switch, must not exceed ten (10) miles per hour.

**OPERATION BETWEEN NORTH JUNCTION AND ILLMO:**

Trains and engines will move with the current of traffic by block signals. Signal Indication Rules 281 to 292-A, inclusive, Automatic Block Signal Rules 505 to 519, inclusive, (except 509 (b) ), in the Uniform Code, and Rules 580 to 583, inclusive, in Supplement to the Uniform Code, are effective.

Movements against current of traffic will be made between these points only as prescribed by SI&MB General Rule No. 2.

**OPERATION BETWEEN NORTH JUNCTION AND BRIDGE JUNCTION (Single Track), SIGNALLED FOR TRAFFIC IN BOTH DIRECTIONS:**

Signal Indication Rules 281 to 292-A, inclusive, and Automatic Block Signal Rules 505 to 519, inclusive, (except 509 (b) ), in the Uniform Code are in effect.

Trains or engines stopped on C&EI at southward signal approaching North Junction will communicate with Control Operator at Gale, and comply with Rule 509.

Movements must be made at Restricted Speed between these points, regardless of more favorable signal indication.

**MANUAL INTERLOCKING ILLMO:**

Signal Indication Rules 281 to 292-A, inclusive, and Automatic Block Signal Rules 505 to 519, inclusive, (except 509 (b) ), and Interlocking Rules 605 to 671, inclusive, in the Uniform Code are in effect.

The Interlocking Home Signals operate in conjunction with automatic block signals, governing northward movements with the current of traffic only on Bridge Company's tracks, and governing southward movements with the current of traffic only on to St. L. S. W. Tracks.

The indication of signals for northward movements against the current of traffic on Bridge Company's tracks will not relieve trains and engines from complying with Rule 2 on Page 3, of SI&MB Operating Rules, effective January 1, 1936.

The indication of signals for southward movements against the current of traffic from Bridge Company's tracks onto St.L.S.W. tracks will not relieve trains and engines from complying with rules and instructions of the St.L.S.W. Ry. Company.

#### WHISTLE SIGNALS. ILLMO INTERLOCKING:

For normal route. . . . . Four short blasts

For diverging route to St.L.S.W. Yard. . . . . One long, one short blast.

For dwarf signal indication to permit movement from St.L.S.W.

. . . . . Two longs, one short blast.

Imperfectly displayed signal indications, or train delays, on SI&MB tracks must be reported promptly to Chief Dispatcher at Bush, Illinois. C&EI southward approach signal No. 35 for North Junction and northward automatic signal No. 36 are located on the same mast. Illmo Tower is a continuous train order office.

#### WESTVILLE DISTRICT

- 5—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, Wauseka, Woodland Jct., Hoopston, North Yard, 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 Junction, Burnett, Dewey, Haley, Terre Haute, Spring Hill, Sullivan (South End Siding), Sullivan (I.C.), Vincennes (Penna. R.R.), both ends of siding at Alice, Decker, Miller, Gibson, Princeton (Sou. R.R.), Ft. Branch, Ingle and the North end of Wansford Siding.

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.

##### 3—ST. LOUIS DISTRICT

a—Woodland Jct., Goodwine, Glover, T.Y. Tower, Arthur, Sullivan, 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, Tamms.

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

#### 5—WESTVILLE DISTRICT

a—Danville—Wabash lead north of P&E.

b—Danville—P&E, Wabash and city freight lead between North Yard and Riley Track.

c—W. R. Tower, Bronson, Ryan.

d—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—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. Gates on each side of crossing normally across C&EI and electrically locked.

C&EI trains stop, crews operate gates in accordance with instructions posted at crossing and restore gates to normal after movement over crossing is completed.

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—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.



**DISTRICT SPEED RESTRICTIONS**

**DANVILLE DISTRICT**

	Diesel Engg. Psgr. MPH	Frgt. MPH
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
Chicago Heights—Between first street north of depot TP 26-24 and EJ&E crossing TP 27-1....	40	30
Momence—Between M.G. Tower and TP 50-20.....	60	40
Papineau, Martinton and Pittwood—No. 24 to dispatch U. S. mail.....	5	..
Watska—Until engine has passed over street crossings. Coaler—Through coal chute.....	40	30
Woodland Jct.—On northward track through interlocker On southward track through interlocker Through crossovers.....	25 60 40	25 40 40
Milford—Bridge 885 Four tenths miles south of Milford. Hoopston—Until engine has passed over street crossings No. 96 to dispatch U. S. mail.....	70 40	20 30
Danville—Between Wabash crossing North Yard and P&E crossing Cory.....	20	20
Cory—Through the crossover between tracks 1 and 2... Walz—Around curve at TP 125-27 and over railroad crossing.....	6 60	6 ..

**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 Between TP 147-5 and 148-6 southward track	30 35	20 25
Dana—Wabash River Ordnance tracks and over switch and through turnout just west of highway Route 63 five (5) MPH.	..	..
Clinton—Over spring switch at end of double track and Main Street TP 162-40. Over Wabash River Bridge.....	20 20	20 10
Between TP 163-20 and 164-10.....	45	35
Otter Creek Jct—Around curve between siding switches. Terre Haute—Haley southward home signal to Hulman Street TP 179-16.....	60 30	50 20
Sullivan—Passing Coal Chute.....	25	25
Over IC crossing.....	35	35
Maria Creek—Around curves between TP 227-20 and TP 228-15.....	40	30
Smith—Between MP 230 and TP 231-15.....	60	..
Vincennes—Between TP 233-15 and 233-31.....	50	40
Over Penna crossing. (See rule 10a page 19.)	10	10
Between TP 233-31 and 15th st. TP 235-39.	30	20
Bald Hill—Curve between Signal 242-3 and TP 243-15.. Around curves north of MP 244.....	40 55	30 ..
Decker—Over White River Bridge and trestle.....	25	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—Around curve south of depot.....	35	35
—Southern Railway crossing—Through interlocking plant —Around curves between TP 271-15 and 271-26, TP 271-36 and 272-7.....	20 60	15 ..
Evansville—Between Wansford and Columbia Street TP 285-13.....	50	30
Evansville—Between Columbia Street TP 285-13 and Union Track Jct.....	20	20
Belt Ry.....	10	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**

	Diesel Engg. Psgr. MPH	Frgt. MPH
Otter Creek Jct. to Brazil.....	25	20
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... Southward trains through turnout....	20 40	20 40
Bridge C1114—About 2½ miles north of Gerald.....	60	40
Villa Grove Jct.—Over spring switch end of double-track. Villa Grove Yard—Through turnouts.....	20 6	20 ..
Villa Grove to St. Louis. Passenger trains handling less than three (3) cars.....	65	..
V. E.—Main track spring switch.....	20	20
Tuscola—Around curves north of IC crossing.....	15	15
Arthur—Around curve and over Penna. crossing.....	25	25
Sullivan—Around curve at depot between TP 176-01 and 176-08.....	20	20
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
Pana—to Granite City—Engines 1001-1010-1015-1016	70	..
St. Louis—Engines 1015 to 1023 inclusive on Merchants Bridge and Approaches.....	20	20

**SALEM DISTRICT**

Kaskaskia Bridge C1942 use 60 seconds.....	20	15	15
Altamont—Curve at Depot.....	15	10	10
S. X. Tower—Curve at tower.....	25	20	20
Happy Hollow—Around reverse curves between TP 228 and TP 228-24.....	40	35	35
V. N. Tower—Between home signals.....	25	20	20
Saline Creek Bridge C3243 use 40 seconds.....	20	15	15
Between TP 332-6 and MP 334.....	35	30	30
Grasshopper Creek Bridge C3347 use 30 seconds.....	20	15	15
Between TP 335-10 and TP 335-22.....	25	20	20
Between TP 338-15 and TP 338-25.....	25	20	20
372-25 to Thebes.....	40	35	25
Thebes—SI&MB Co. Bridge.....	30	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
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. 40 and 41.....	..	40
Bridge D1179 South of Jamesburg.....	10	10
Bridges D1297 and D1301 South of Bronson.....	10	10

**ENGINES RESTRICTED ON MAIN TRACKS**

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.

1008-1023, 1800, 1940-1959  
 Brazil Branch.

3639-3645 Class:  
 Mt. Vernon Branch.

1800, 1900, 1008 to 1023.  
 Joppa Branch—Must not go south of MP 352.

**ENGINES RESTRICTED OVER BRIDGES**

EVANSVILLE DISTRICT—Engines 1016 to 1023, 1800 to 1802, 1900 to 1959 must not doublehead with each other over bridge 1631 Wabash River, Clinton.

ST. LOUIS DISTRICT—St. Louis: engines 1000 to 1023, 1800 to 1802, 1900 to 1959 and 3639 to 3645 must not be run over the Eads Bridge. Engines 1900 to 1959 may be run between Granite City and Union Station, St. Louis via the Merchants Bridge, at speed not to exceed 15 MPH while on river spans of bridge. Cab awnings must be in raised position while passing under Eads bridge. Engines 1018 to 1023 and 1900 to 1959 must not be doubleheaded over the Merchants Bridge with any class engine, except when separated by three (3) cars.

Engines 1800 to 1802 must not be used between Granite City and St. Louis.

SALEM DISTRICT—Engines 1018 to 1023, 1800 to 1802 and 1900 to 1959 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 (3) cars.

WESTVILLE DISTRICT—Engines 1008 to 1023, 1800 to 1802, 1900 to 1959 and EJ&E 700 class must not doublehead over Bridge W 1262, Vermilion River, with each other or with any other class engines except when separated by three (3) cars.

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

SIDELL BRANCH—Engines 1016 to 1023, 1800 to 1802, 1900 to 1959 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 (3) cars.

**ENGINES RESTRICTED ON AUXILIARY TRACKS**

All Engines restricted on the following tracks:

GRANT PARK Gleaner Lumber Co., 5 miles per hour.  
 WESTVILLE Hegler Lead, consolidated engines 10 miles per hour.  
 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 Keck Gonnerman track may be used for distance of 500 feet from switch, 5 M.P.H.  
 BENTON 1900 South Interchange track, Mo. Pac., beyond clearance point.  
 Dallape track. On curve west end beyond crossing east of Standard Oil Co.  
 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.  
 WATSEKA East wye not beyond house track frog.  
 House track not beyond south end of freight house platform.  
 HOOPESTON Malleable track.  
 WESTVILLE Hegler Lead

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.

The following tracks must not be used by Engines of the 1008-1023, 1800, 1900 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.  
 IC Connection may be used by the 1900 class engines but must not exceed 5 miles per hour.  
 ARTHUR Penna. Connection track No. 2 may be used but must not exceed 5 miles per hour.  
 Derman Wagner Lumber Company (South Stub), 1900 class may use not exceed 5 miles per hour.  
 SULLIVAN ILL. IC Connection may be used by 1900 class engines, not to exceed 5 miles per hour.  
 PANAMA Pana Coal Company tracks. IC Connection may be used by 1900 class engines, not to exceed 5 miles per hour.  
 SALEM B. & O. Connection may be used to clearance points back of turnout on two tracks used as delivery and receiving tracks.  
 MT. VERNON ILL. Mt. Vernon Car Mfg., Co., tracks. J. P. Devine Mfg., Co., tracks. Moss Tie Co., Plant. MP and JSW Connections. Tracks 1 and 2 in northeast angle Southern connection may be used by 1900 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 House track may be used by 1900 class engines must be operated carefully over this track account little clearance between Engine and Freight House platform.  
 CHASCO Engines of the 1900 class may use lead to point 40 feet north of tipple and may use empty track a sufficient distance to place empties over summit of hump.

**STOCK DRENCHERS**

Coaler, Brewer, Sullivan, Alice, Hall, Goreville.

**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 O—Riding leading foot board of engine or tender; riding on engine pilot between stations, or from one yard or part of yard to another yard or part of yard, where necessary to pass over street crossings; getting on and off moving engines or cars, except at a safe speed; going between or closely in front of moving engines or cars, and all similar imprudences are dangerous and are hereby prohibited.
- e-Rule 4a—Notice of a new time table and supplements there to 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. Yard-masters must know that each yard conductor and yard engineman has current time table.
- f-Rule 6—"c" conditional stop.
- g-Rule 14 (n)—Two long, one short and one long.  
 Add to paragraph (p) of Rule 14, the words: (See Rule 90a).  
 Eliminate the last two lines, page 22, rule 14, reading: "Should the engineman fail to correctly sound 14(p) approaching a meeting point, trainmen must stop the train."  
 Addition to Rule 16: (g) \_\_\_\_\_ Approaching meeting or waiting points. (See Rule 90a).

**CHANGES IN RULES IN BOOK OF RULES—Continued**

- i-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.
- j-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.
- k-Rule 27—A fixed signal imperfectly displayed by the absence of a light, a white light, or a light of uncertain color; or the absence of a fixed signal at a place where such signal is usually shown will be regarded as the most restrictive indication that can be given by that signal, except that when the day indication is plainly seen, it will govern. Any signal failure should be reported to Chief Dispatcher. Trainmen, yardmen, enginemen and other employees observing any switch light imperfectly displayed or absent while at a station siding or in yards will, if practicable, correct or replace the light. Rule 27(a) is cancelled.
- l-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.
- m-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.
- n-Rule 90a—When meeting by train order or waiting for time to leave, unless otherwise provided, the superior train must wait clear of the switch to be used by the inferior train in taking the siding, and if the train to wait on the main track is the first to arrive, the switch must be promptly set for opposing train to take the siding.  
On trains equipped with communicating signal system, the conductor must give signal 16(g) to the engineman one (1) mile preceding the point where by train order it is to meet an opposing train or comply with a wait or run late order. The engineman will immediately reply with signal 14(p).  
After giving the signal and receiving the answer by whistle from the engine (or failing to hear the signal distinctly) the conductor will give his undivided attention to the meeting point and if engineman fails to prepare to stop short of the fouling point, the conductor will take immediate action to stop the train.  
Enginemen of other trains must give the signal as per rule 14(p) under the same conditions.  
Should the engineman fail to give this signal or fail to prepare to stop short of fouling point, the conductor and/or trainmen must take immediate action to stop the train.  
Failure to give these signals will not relieve conductors or enginemen of responsibility.
- o-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.
- p-Rule 97—Clearance blank A is authority for a regular train (not a section) to use its schedule over more than one district.
- q-Rule 103—B applies within yard limits except when in charge of a crew or otherwise protected.
- r-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. (See Rule 90-A.)
- s-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.
- t-Form D-R. Page 52. Last paragraph is cancelled.
- u-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.
- (c) Ft. Branch northward trains receiving train orders restricting their rights, superiority or movement at Mt. Vernon Jet.

Princeton restricting their rights, superiority or movement at Gibson; Farmersburg restricting their rights, superiority or movement at Seifert; Baker restricting their rights, superiority or movement between Baker and Terre Haute. Engineers may sign the order for both passenger and freight trains and the order may be delivered to the engineer and hooped to the conductor of train.

v-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.

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

x-Rule 365—When a train takes siding or otherwise clears the main track, conductor must promptly report when clear of block and the train must not again enter a block or foul the main track until engineman has received permission from the signalman.

On single track, a train taking siding at a closed block station must be clear with switch closed and report clear before an opposing superior train is due to leave the next open block station ahead, unless otherwise provided.

A train having passed 200 feet beyond the block signal must not back into that block without permission from the signalman.

y-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.

Rule 509—When a train is stopped by a block signal on single track and it is possible to contact dispatcher and there is no opposing train causing signal to be in stop position, dispatcher may authorize train to proceed at not to exceed ten (10) miles per hour, expecting to find open switch, broken rail, train ahead, or some other obstruction. When train arrives at signal displaying a proceed indication, normal speed may be resumed.

Block card form will be available at telephones which should be used as authority to proceed when authorized by dispatcher. Strict compliance with instructions on block card form will be required.

If it is not possible to contact dispatcher at point where block signal is in stop position, flag protection must be given in accordance with Rule 509 in Book of Rules until contact can be made and authority secured to proceed in the manner mentioned above.

z-Rules 288 and 601. 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
Yellow over Red.	Proceed prepared to stop at next signal. Slow speed within interlocking limits.	Slow approach
Green (Steady light or arm vertical)	Proceed, not exceeding ten (10) miles per hour within interlocking limits.	Slow-Clear
Green (flashing light)	Proceed	Clear

aa-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.

**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	1900—1924 # 1940—1959	4900	4900	3800	3000	2800	3000	3200	4200	4200	3000
B	1925—1939	4400	4400	3300	2700	2500	2700	2900	3800	3800	2700
C	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	1900—1924	3200	3200	4200	3600	3100	2100	3000	4200	2100	3000	3600
B	1940—1959	3400	3400	4400	3800	3300	2250	3400	4500	2250	3200	3800
C	1925—1939	3200	3200	4200	3600	3100	2100	3000	4200	2100	3000	3600
	840—965	2100	2100	3100	2100	1800	1250	1900	2800	1250	1800	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 Engs. 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.
52.8	Laws Switch	53	90.6	Crawford Switch	F90	276.9	JSW RR	C277
55.5	Koster	55				304.5	Orient Jct. Branch	
						306.4	Old Ben 15	C306
						308.8	Jenkins Spur	C309
						317.7	Tie Plant	C318
						349.3	Oberts	C349
						368.4	Cox	C368
						350.8	Mains Spur	J351

EVANSVILLE DISTRICT					
Mile from Chgo.	STATION NAME	Station No.	Mile from Chgo.	STATION NAME	Station No.
138.1	Dickason Pit	138		Sullivan County Branch	
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	Bald Hill Cut-off	244			
273.6	Stacer	274			
283.0	Straight Line Jct.	283			
*151.0	Dana	N152			

ST. LOUIS DISTRICT					
Mile from Chgo.	STATION NAME	Station No.	Mile from Chgo.	STATION NAME	Station No.
116.5	Dailey	C117	124.7	Pauline	C125

WESTVILLE DISTRICT		
Mile from Chgo.	STATION NAME	Station No.
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.....	7.00AM to 3.00 PM.....	7.00AM to 3.00 PM.....	7.00 AM to 3.00 PM
Wellington.....	7.00 AM to 4.00 PM.....		
Bismarek.....	7.30 AM to 4.30 PM.....		

EVANSVILLE DISTRICT

Baker.....	{ 7.30 AM to 3.30 PM.....	{ 7.30 AM to 3.30 PM.....	{ 7.30 AM to 3.30 PM
	{ 9.00 PM to 5.00 AM.....	{ 9.00 PM to 5.00 AM.....	{ 9.00 PM to 5.00 AM
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.....	7.00 AM to 4.00 PM.....		

ST. LOUIS DISTRICT

Bryce.....	8.00 AM to 5.00 PM.....		
Fountain Creek.....	8.00 AM to 5.00 PM.....		
Ellis.....	8.00 AM to 5.00 PM.....		
Gerald.....	{ 8.00 AM to 4.00 PM.....		
	{ 9.00 PM to 5.00 AM.....		
Royal.....	7.30 AM to 4.30 PM.....		
Block.....	7.00 AM to 3.00 PM.....		
Bongard.....	7.30 AM to 4.30 PM.....		
West Ridge.....	7.30 AM to 4.30 PM.....		
Bourbon.....		11.00 PM to 7.00 AM.....	9.00 AM to 10.00 AM
			8.00 PM to 10.00 PM
			11.00 PM to 7.00 AM
Cadwell.....		11.00 PM to 7.00 AM.....	9.00 AM to 10.00 AM
			8.00 PM to 10.00 PM
			11.00 PM to 7.00 AM
Westervelt.....	7.30 AM to 4.30 PM.....		
Dollville.....	8.00 AM to 5.00 PM.....		

SALEM DISTRICT

Altamont.....	8.00 AM to 5.00 PM.....	8.00 AM to 5.00 PM.....	8.00 AM to 5.00 PM
Loogootee.....	8.00 AM to 5.00 PM.....		
St. Peter.....	8.00 AM to 5.00 PM.....		
Kell.....	6.30 AM to 3.30 PM.....		
Ina.....	7.30 AM to 4.30 PM.....		
Benton.....	3.30 PM to 11.30 PM.....	8.50 PM to 11.25 PM.....	8.50 PM to 11.25 PM
Johnston City.....	{ 6.00 AM to 3.00 PM.....	6.00 AM to 3.00 PM.....	6.00 AM to 3.00 PM
	{ 8.00 PM to 9.00 PM.....	8.00 PM to 9.00 PM.....	8.00 PM to 9.00 PM
Marion.....	4.00 PM to 12.00 PM.....	8.00 PM to 9.00 PM.....	4.00 PM to 12.00 PM
Neilson.....	8.15 AM to 5.15 PM.....	8.15 AM to 5.30 PM.....	8.15 AM to 5.15 PM
Goreville.....	7.00 AM to 4.00 PM.....		
WV Tower.....	8.30 AM to 5.30 PM.....	8.30 AM to 5.30 PM.....	8.30 AM to 5.30 PM
Cypress.....	9.00 AM to 5.00 PM.....	9.00 AM to 5.15 PM.....	9.00 AM to 5.00 PM
Olive Branch.....	7.45 AM to 4.45 PM.....		
Karnak.....	7.00 AM to 4.00 PM.....		
Joppa.....	7.00 AM to 4.00 PM.....		
Thebes.....	7.15 AM to 4.15 PM.....	7.15 AM to 4.15 PM.....	7.15 AM to 4.15 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.....		
Broadlands.....	7.00 AM to 4.00 PM.....		
Longview.....	7.00 AM to 4.00 PM.....		
Fairland.....	7.00 AM to 4.00 PM.....		

For the information of employes, trains 86 and 98 will leave Evansville and trains 87 and 99 will leave Chicago on the following days only, but this information will not be authority to disregard the daily schedules of such trains:

<b>No. 86—March</b>	—1947—2-5-8-11-14-17-20-23-26-29
<b>April</b>	—1947—1-4-7-10-13-16-19-22-25-28
<b>May</b>	—1947—1-4-7-10-13-16-19-22-25-28-31
<b>June</b>	—1947—3-6-9-12-15-18-21-24-27-30
<b>July</b>	—1947—3-6-9-12-15-18-21-24-27-30
<b>August</b>	—1947—2-5-8-11-14-17-20-23-26-29
<b>September</b>	—1947—1-4-7-10-13-16-19-22-25-28

<b>No. 87—March</b>	—1947—3-6-9-12-15-18-21-24-27-30
<b>April</b>	—1947—2-5-8-11-14-17-20-23-26-29
<b>May</b>	—1947—2-5-8-11-14-17-20-23-26-29
<b>June</b>	—1947—1-4-7-10-13-16-19-22-25-28
<b>July</b>	—1947—1-4-7-10-13-16-19-22-25-28-31
<b>August</b>	—1947—3-6-9-12-15-18-21-24-27-30
<b>September</b>	—1947—2-5-8-11-14-17-20-23-26-29

<b>No. 98—March</b>	—1947—3-6-9-12-15-18-21-24-27-30
<b>April</b>	—1947—2-5-8-11-14-17-20-23-26-29
<b>May</b>	—1947—2-5-8-11-14-17-20-23-26-29
<b>June</b>	—1947—1-4-7-10-13-16-19-22-25-28
<b>July</b>	—1947—1-4-7-10-13-16-19-22-25-28-31
<b>August</b>	—1947—3-6-9-12-15-18-21-24-27-30
<b>September</b>	—1947—2-5-8-11-14-17-20-23-26-29

<b>No. 99—March</b>	—1947—1-4-7-10-13-16-19-22-25-28-31
<b>April</b>	—1947—3-6-9-12-15-18-21-24-27-30
<b>May</b>	—1947—3-6-9-12-15-18-21-24-27-30
<b>June</b>	—1947—2-5-8-11-14-17-20-23-26-29
<b>July</b>	—1947—2-5-8-11-14-17-20-23-26-29
<b>August</b>	—1947—1-4-7-10-13-16-19-22-25-28-31
<b>September</b>	—1947—3-6-9-12-15-18-21-24-27-30

HELP PREVENT CLAIMS—PLEASE!

## SURGEONS

Name	Location	OFFICE			RESIDENCE		
		Street	Phone	Street	Phone		
Dr. Ray S. Westline, Chief Surgeon	Chicago	334 W. 63rd St.	WEN. 1031 NOR. 0342	5842 Stoney Island Ave.	DOR. 3309		
Dr. E. L. Arensdorf, Asst. Chief Surgeon	Chicago	334 W. 63rd St.	WEN. 1031	8209 Rhodes 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. Frances J. Armbruster, Local Surgeon	Chicago Heights	1650 Halsted St.	2833	20237 Emerald Ave.	2831		
Dr. Charles H. Ruch	Momence	33 Dixie Highway	80	216 W. Second St.	81		
Dr. Donald A. Meier	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. E. L. Roberts	Cissna Park		47		133		
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	Bismarck	Market Place		South St.	52		
Dr. Melvin L. Hole, Dist. Surgeon	Danville	Daniel Bldg.	399	1414 N. Franklin St.	1470		
Dr. James E. McKibben, Asst. Dist. Surgeon	Danville	301 Daniel Bldg.	3617	1325 Harmon	1438		
Dr. J. S. Curtis, Local Surgeon	Danville	30 N. Gilbert St.	221	30 N. Gilbert St.	3733		
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. Paul B. Casebeer, Local Surgeon	Clinton	249 S. Main St.	123	844 S. Fourth St.	124		
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. 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. Frank W. Oliphant	Mt. Vernon, Ind.	Seventh and Mulberry	180-W	Seventh and Mulberry	180-W		
Dr. W. F. Morris	Ft. Branch	Locust St.	113	Locust St.	113		
Dr. J. H. McCool, Dist. Surgeon	Evansville	1308 N. Main St.	4-2135	1435 Emmett St.	2-3164		
Dr. W. E. McCool, Asst. Dist. Surg.	Evansville	Stringtown Rd.	3-2102	Stringtown Rd.	3-2102		
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. Harry G. Thompson	Mt. Vernon, Ill.	113 S. 10th St.	650	324 N. 12th St.	31		
Dr. Walter H. Alvis	Benton	Capitol Bldg.	191	310 W. Church St.	432		
Dr. C. O. Lane	W. Frankfort	202 Masonic Bldg.	126	1905 E. Main	366		
Dr. C. H. Eldridge	W. Frankfort	214 E. Oak	247	214 E. Oak	247		
Dr. W. J. Clayton	Johnston City	108 E. Broadway St.	177 R. 2	301 W. 8th St.	177 R 3		
Dr. A. N. Baker, Local Surgeon	Marion	200 W. Main	784	500 E. Allen	49 N		
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

Yard Center... Fredericka St. So. End North Yd.	Terre Haute... College Street TP 178-3 Hulman St. Water Tank	Ft. Branch... North End Siding South End Siding Emge Switch TP 267-27	Findlay Jct.... West Wye
Thornton... On Depot South End	Baker... South End	Haubstadt... North End South End TP 273-34	Westervelt... On Station South End Siding TP 194-10
Chicago Hghts... MC Connection	Spring Hill... North End Siding Auto. Sig. 184-14	Stacer... North End Siding South End Siding TP 277-24 TP 278-20 TP 281-11	Henton... TP 194-10
Heights Yard... So. End Yds. Crossover	Young... North End	Ingle... North End Siding South End Siding TP 277-24 TP 278-20 TP 281-11	Dollville... North End Siding On Depot
Steger... So. End TP 28-32 TP 29-32	Pimento... North End South End	Straight Line Jct... In Building	Pana Siding... North End South End
Crete... In Depot	Seifert... North End South End	Belt Yard... South End	Hopkins... In Pole Box
NE Tower... So. End Siding	Standard... TP 196-32 Auto Sig. 197-27	Union Trk Jct... In Pole Box	Findlay... Depot
Goodenow... Crossover	Shelburn... North End South End Auto Sig. 200-5	Otter Creek Jct... Switch	Shelbyville... So. End of Bridge South End Siding
Beecher... So. End Depot	Sullivan... North End Siding Coal Chute IC Crossing Auto. Sig. 205-16 Auto. Sig. 207-28	Burnett... Tower	Moccasin... South End
Sollitt... Crossover	Paxton... North End South End	Dixie Line Mine... At Switch	Altamont... South End B&O Connection
Grant Park... Depot No. End Siding	Carlisle... North End South End TP 214-29 TP 216-27	Brazil... Depot	S.X... North End
Momence... No. End Siding So. End West Yd. No. End South- ward Siding So. End South- ward Siding	Oaktown... North End South End Elevator Track So. End TP 221-26	Woodland Jct... Wye Switch	St. James... South End
Wichert... Depot	Emison... North End Siding South End Siding TP 226-32	Bryce... North End Siding South End Siding	Loogootee... Depot
St. Anne... No. End South- ward Siding	Maria Creek... TP 227-38	Goodewine... North End Siding South End Siding	St. Peter... South End
Papineau... Depot	Smith... North End Siding South End Siding TP 231-3 TP 232-16	Fountain Creek... North End Siding South End Siding	KJ Tower... South End Siding
Martinton... Outside Wall, D'pt.	Vincennes... No. End Siding South End Siding Penna. Crossing	Hustle... North End Siding South End Siding NKP Connection	Salem Yd... North End
Pittwood... Crossover	Alice... North End Siding North End Ladder Siding Crossover Siding South End TP 238-37	Reilly... North End Siding South End Siding	SA Tower... South End
Watska... No. End Old Siding	Purcell... North End South End TP 242-40 TP 243-12 TP 244-20	Ellis... North End Siding South End Siding	Kell... Depot
Coaler... Tower, 1st Floor	Decker... No. End Siding TP 246-16 TP 247-21	Gerald... North End Siding South End Siding	Texico... South End Siding
Milford... So. Side of Depot	Hazelton... North End Station Platform South End TP 249-19 TP 250-20	Royal... North End Siding South End Siding	Mt. Vernon... North End Siding
Milford Jct... Crossover	Miller... North End South End TP 254-8 TP 255-8 TP 256-5	Glover... North End Siding TP 129-4	VN Tower... North End
Cissna Jct... Crossover	Patoka... TP 254-39 TP 255-8 TP 256-5	Tipton... TP 129-4	Ina... South End
Wellington... On Depot-Outside	Gibson... North End Siding South End Siding TP 258-28	Rutherford... TP 132-13	Benton... North End
Hoopeston... North Crossover	Princeton... So. Transfer Track Sou. RR. Crossing TP 261-12	Block... North End Siding South End Siding	West Frankfort... Coal Chute
Rossville... Eng. Track No. Side	King... North End TP 262-10 TP 262-23 TP 262-34 So. End Drill Track TP 263-10 TP 263-29	Bongard... North End Siding South End Siding	Orient Mine... At Switch
Rossville Jct... Water Crane	Mt. Vernon Jct... No. End of Wye So. End of Wye TP 266-21	Villa Grove... End Dble Track	Old Ben No. 8... At Switch
Jordan Creek... Old Pump Station		Villa Grove Jct... Westville Dist. So. End Ladder	Barlow Siding... At Switch
Alvin... In Depot		V.E... In Pole Box	Jenkins Spur... At Switch
Bismarck... On Depot		Tuscola... So. End TY Siding No. End TY Siding	Marion... North End
West Newell... Crossover		Bourbon... Crossover	Marion... Tie Plant Switch
North Yard... North Crossover No. End Interlock- ing Crossover Wabash Crossing W. D. Jct.		Arthur... North End Siding South End Siding	Goreville... North End
Danville... Fairchild St.		Cadwell... Station on No. Side TP 169-19	Omar... South End
Oaklawn... Middle Crossover No. Crossover South Gate		Chipps... TP 173-8	Bruce... South End
Brewer... Water Tank Yard Office So. End Southward Yards South Crossover		Sullivan... North End Siding South End Siding Stock Pen IC RR Crossing	Cypress... South End
Gessie... Crossover		Kirkville... Section House	Joppa Jct... Pole Box South Wye
Perrysville... Crossover		Hall... TP 181-36 EDT North End Coal Chute EDT South End	Perks... Water Tank
Dickason... North End of Siding			Ullin... South End
Dickason Pit... At Crossover			Olive Branch... Depot
Walnut Grove... Water Tank			Thebes... Depot
Newport... On Depot			Gale Jct... At Switch
Dana Storage... TP 149-26			Riley Track... South End
Worthy... TP 152-9			Marion... At Switch
Montezuma... So. End of Depot			Grape Creek... North End South End
Hillsdale... No. Crossover TP 157-20			WR Tower... North End Storage
Jackson... No. Crossover Water Tank			Peabody Jct... Switch
Clinton... EDT TP 163-11 TP 165-5			Bunson... Switch
Atherton... North End South End			Indianola... South End
Otter Creek... No. End Siding			Sidell Jct... North Wye Switch South Wye Switch
Otter Creek Jct... Brazil Branch Jct.			Allerton... North End
Dewey... No. End Siding Penna Connection			Longview... South End
Grasselli Spur... Grasselli Switch			Fairland... North End
			Villa Grove Jct... TP 164-21
			Henning... On Depot
			Jamesburg... On Depot
			Collison... On Depot
			Brothers... On Depot
			Bronson... At Tower
			Bryan... Near Crossing
			Jamaica... On Depot



**C. H. FISCHER**, Superintendent Transportation  
**W. M. TEMPLETON**, Superintendent  
**J. T. THEBY**, Superintendent Terminals  
**H. H. ORR**, Superintendent of Safety  
**A. CHRISTMAN**, Asst. Superintendent  
**J. H. JONES**, Train Master  
**F. H. REDMOND**, Train Master  
**W. W. DICK**, Asst. Train Master  
**B. BUSH**, Road Foreman of Engines  
**H. KUHN**, Road Foreman of Engines  
**G. H. PITTAWAY**, Road Foreman of Engines  
**WALDO ADAMS**, Asst. Road Foreman of Engines  
**O. P. MATHIS**, Train Rule Examiner—Extra Dispatcher  
**C. McCLEARY**, Train Rule Examiner  
**B. P. COOPER**, Asst. Train Rule Examiner

#### TRAIN DISPATCHERS

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

<b>F. J. WEHLING</b> , Chief Train Dispatcher	
<b>T. A. ROBERTS</b> , Asst. Chief Train Dispatcher	
<b>W. R. JOHNSON</b> , Night Chief Train Dispatcher	
<b>C. E. LEWIS</b>	<b>A. G. NEEL</b>
<b>M. A. JONES</b>	<b>E. W. PERRY</b>
<b>J. G. ACKELMIRE</b>	<b>C. E. DOWDY</b>
<b>C. McCLEARY</b>	<b>R. E. DOWDY</b>
<b>J. M. JOHNSON</b>	<b>J. W. WILSON</b>
<b>B. P. COOPER</b>	<b>W. R. CASE</b>

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

<b>W. A. DONAHUE</b> , Chief Train Dispatcher	
<b>C. G. BLACKWELL</b> , Asst. Chief Train Dispatcher	
<b>O. P. MATHIS</b>	<b>R. E. DOWDY</b>
<b>W. F. ESCUE</b>	<b>C. C. WELLMAN</b>
<b>C. E. DOWDY</b>	







# CHICAGO & EASTERN ILLINOIS RAILROAD AND CONNECTIONS

==== Indicates Double Track

