

**You Can  
Avoid 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

**36  
TIME TABLE  
No. 36**

**Effective**

**Tuesday, June 1, 1948**

**12:01 A. M.**

**SUPERSEDING**

**Time Table No. 35 Dated April 25, 1948**

**Destroy all copies of Time Table No. 35**

**For Government and Information of Employees Only.**

**G. B. HENDERSON, General Manager**

**C. H. FISCHER, Superintendent Transportation**

**W. M. TEMPLETON, Superintendent**



## 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.

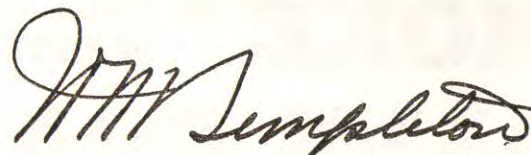
The reputation of the C&EI for courtesy and for a friendly interest in its passengers' well-being—as well as its future good will—is made on the passenger trains themselves. Our Train Conductors and their Staffs represent the Company as hosts to the travelers on their trains. It is their courteous attention 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.

A discourteous remark or action can drive business away faster than solicitors can secure it.

## 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.
7. Enginemen should use every care in the starting and stopping of passenger trains to avoid possible personal injury and discomfort to passengers.
8. All employees should bear in mind that SAFETY comes FIRST at all times.

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.



Superintendent.



INDEX

LOCATION GENERAL ORDER BOARDS, STANDARD CLOCKS AND TRAIN REGISTERS

Train Schedules: Page

**MAIN LINE**

Danville District (Chicago to Brewer) . . . . . 4, 5, 6, 7

Evansville District (Brewer to Evansville) . . . . . 8, 9, 10, 11

St. Louis District (Woodland Jct. to St. Louis) . . . . . 12, 13

Salem District (Findlay Jct. to Chaffee) . . . . . 14, 15

Westville District (Danville to Villa Grove) . . . . . 17

Dates trains 98 and 99 will run . . . . . 17

**BRANCHES**

Freeland Park (Milford Jct. to Freeland Park) . . . . . 16

Cissna Park (Cissna Jct. to Cissna Park) . . . . . 16

Judyville (Rossville Jct. to Judyville) . . . . . 16

Sidell (Rossville Jct. to Sidell Jct.) . . . . . 16

Brazil (Otter Creek Jct. to Brazil) . . . . . 16

Mt. Vernon (Mt. Vernon Jct. to Mt. Vernon) . . . . . 16

Joppa (Joppa Jct. to Joppa) . . . . . 16

Automatic Train Stop . . . . . 19

Color Light Signals . . . . . 19

Diesel Engines . . . . . 18

Engine Ratings . . . . . 27

Engine Restrictions (over bridges and on main and other tracks) . . . . . 25

General Order Boards . . . . . 3

Hours of Train Order and Block Stations . . . . . 28

**Instructions:**

General . . . . . 18, 19

Danville District . . . . . 20

Evansville District . . . . . 20

C.T.C. Information: . . . . . 20

St. Louis District . . . . . 20, 21

Salem District . . . . . 21

Westville District . . . . . 21

**Branches:**

Sidell . . . . . 21

Brazil . . . . . 20

Mt. Vernon . . . . . 20

Joppa . . . . . 21

**Interlocking Plants . . . . . 22, 23**

**Joint Tracks . . . . . 22**

**Officials . . . . . 28**

**Passenger Trains, Conditional Stops . . . . . 18**

**Railroad Crossings Not Interlocked . . . . . 23**

**Rules, Changes in Book of Rules . . . . . 25, 26**

**Speed Restrictions:**

General . . . . . 18, 19

Danville District . . . . . 24

Evansville District . . . . . 24

St. Louis District . . . . . 24

Salem District . . . . . 24

Westville District . . . . . 24

**Branches:**

Freeland Park . . . . . 24

Cissna Park . . . . . 24

Judyville . . . . . 24

Sidell . . . . . 24

Brazil . . . . . 24

Mine Branches . . . . . 18

Mt. Vernon . . . . . 24

Joppa . . . . . 24

Spring Switches . . . . . 19

Standard Clocks . . . . . 3

Stations and Tracks Not Shown on Schedule Pages . . . . . 27

Stock Drenchers . . . . . 25

Street and Highway Crossings . . . . . 19

Superintendent's Page . . . . . 2

Surgeons, Company . . . . . 29

Telephones, Location . . . . . 30

Train Registers . . . . . 3

Yard Limits . . . . . 21

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		
Watska	Interlocking Station	x	x	x
Rossville	Depot	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	x
Locust Street	Roundhouse Office	x		
Terre Haute	Union Depot Telegraph Office	x	x	
Alice	Telegraph Office	x		
Mt. Vernon, Ind.	Depot	x		x
Wansford	Roundhouse Office	x		
Wansford	Telegraph Office	x	x	x
Belt Yard	Yard Office	x		x
Evansville	Union Station Telegraph Office	x	x	x
Villa Grove	Roundhouse Office	x		
Villa Grove	Depot	x	x	x
Findlay	Depot	x		
Findlay Jct.	Interlocking Station			x
Pana	Depot			x
Mitchell Yard	Roundhouse	x		
Mitchell Yard	Yard Office	x	x	x
St. Louis	Union Station	x	x	x
Salem Yard	Roundhouse	x		
Salem Yard	Yard Office	x	x	x
Salem	Depot	x		
West Frankfort	Roundhouse	x		
West Frankfort	Depot		x	x
Centralia	C.B.Q.	x		
Herrin Jct.	C.B.Q.	x		
Paducah	N.C.St.L. Yard Office	x		
Cypress	Depot	x	x	x
Thebes	Depot	x	x	x
Joppa	Depot			x

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

Yard Center . . . . . Through first class trains register by slip.

North Yard . . . . . Westville District trains register by slip.

Danville . . . . . All trains register by slip at North Yard instead of Danville.

Brewer . . . . . Evansville District freight trains register by slip at Walz instead of Brewer.

Haley . . . . . Nos. 362 and 363 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.

Findlay Jct. . . . . All trains register by slip.

Pana . . . . . 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. 36 June 1, 1948	FIRST CLASS										
				9	99	3	23	93	81	25	97	1	95	
				Mail and Express	Dixie Flagler	Whippoorwill	The Cardinal	Dixie Limited	Georgian	Meadowlark	Dixie Mail	The Silent Knight	Dixie Flyer	
STATIONS			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
DN			CHICAGO	LEAVE AM 2.00	LEAVE AM 8.10	LEAVE AM 8.25	LEAVE AM 9.15	LEAVE PM 12.30	LEAVE PM 4.15	LEAVE PM 5.10	LEAVE PM 7.40	LEAVE PM 10.00	LEAVE PM 11.10	
....	16.9	16.9	DOLTON JCT.	Between Chicago and Yard Center, trains will use C&WI current time table. See rule 1 page 22.										
DN	18.0	1.1	YARD CENTER	s 2.35	8.40	8.55	9.45	1.00	4.45	5.40	8.10	10.30	11.40	
....	19.5	1.5	SO. HOLLAND	s 2.39										
DN	20.1	0.6	THORNTON JCT.	2.40			9.47	1.02			8.12	10.32	11.42	
....	21.7	1.6	THORNTON	s 2.43										
....	23.4	1.7	GLENWOOD	c 2.47										
....	26.6	3.2	CHICAGO HTS.	s 2.57	c 8.47	s 9.02	s 9.54	s 1.09	c 4.52	s 5.50	s 8.21	s 10.42	11.50	
DN	26.8	0.2	M. C. TOWER											
....	27.0	0.2	JAY TOWER											
....	27.8	0.8	HEIGHTS YARD											
....	28.8	1.0	STEGER	s 3.03								10.45 <sup>65</sup>		
....	30.4	1.6	CRETE	s 3.08								c 10.49		
DN	32.5	2.1	N. E. TOWER	s 3.11	8.52	9.07	10.00	1.19	4.57	5.56	8.27	10.53	11.57	
....	34.2	1.7	GOODENOW	s 3.14								c 10.57		
....	37.6	3.4	BEECHER	s 3.19								c 11.02		
....	41.0	3.4	SOLLITT											
....	44.7	3.7	GRANT PARK	s 3.29	9.02	9.17	10.10	1.29	5.07	6.07	8.38	c 11.10	12.08	
DN	49.7	5.0	M. G. TOWER											
....	49.9	0.2	MOMENCE	s 3.39	9.06 <sup>73</sup>	9.24 <sup>73</sup>	f 10.15 <sup>73</sup>	1.34	5.11	s 6.12	8.43	c 11.17	12.12	
....	50.8	0.9	MOMENCE YD.	w 3.44				1.36 <sup>61</sup>						
....	57.9	7.1	WICHERT	f 3.52										
DN	60.1	2.2	ST. ANNE	s 4.00	9.14	9.30	f 10.24	1.43	5.19	6.22	8.53	c 11.28	12.22	
....	64.2	4.1	PAPINEAU	w 4.07								c 11.33		
....	67.7	3.5	MARTINTON	s 4.12	9.20		10.30	1.49	5.25	6.28	8.59	c 11.38	12.29	
....	71.5	3.8	PITWOOD	s 4.17										
DN	77.5	6.0	WATSEKA	s 4.27	9.28	c 9.45	s 10.39	f 1.57	5.33	s 6.39	s 9.09	s 11.48	12.38	
....	79.6	2.1	COALER	c&w 4.36			10.45	2.03			9.15	11.57	12.46 <sup>57</sup>	
....	81.8	2.2	WOODLAND	s 4.42										
DN	82.6	0.8	WOODLAND JCT.	4.44	9.34	9.50	10.49	2.10	5.39	6.45	9.19	12.03	12.50	
D	88.1	5.5	MILFORD	s 4.53		c 9.55		2.17			s 9.24	c 12.09	12.55	
....	89.1	1.0	MILFORD JCT.											
....	92.7	3.6	CISSNA JCT.											
D	94.2	1.5	WELLINGTON	w 5.03	9.43			2.24			9.31	c 12.15		
DN	99.2	5.0	HOOPESTON	s 5.13	9.47 <sup>71</sup>	s 10.08 <sup>71</sup>		f 2.30	5.52		s 9.37	s 12.24	1.09	
....	105.2	6.0	ROSSVILLE	s 5.23								c 12.32		
....	107.1	1.9	ROSSVILLE JCT.	w 5.23	9.53	10.15		2.39	5.58		9.44		1.17	
....	111.2	4.1	ALVIN	s 5.32										
D	114.3	3.1	BISMARCK	s 5.37	9.58			2.47	6.04		9.51	12.42	1.23	
....	118.4	4.1	WEST NEWELL											
DN	123.0	4.6	NORTH YARD	5.46	10.07	10.32		2.56	6.13		10.01	12.52	1.33	
....	123.2	0.2	DANVILLE	s 5.47 6.10	s 10.13	s 10.38		s 3.04	s 6.18		s 10.09	12.55	s 1.41	
DN	123.4	0.2	CORY	6.11	10.14	10.39		3.05	6.19		10.10		1.42	
....	124.8	1.4	OAKLAWN	s 6.13										
DN	125.8	1.0	WALZ	6.14	10.17	10.42		3.09	6.22		10.14		1.46	
....	126.5	0.7	BREWER	w 6.15	10.18	10.43		3.10	6.23		10.15		1.47	
				AM ARRIVE	AM ARRIVE	AM ARRIVE	AM ARRIVE	PM ARRIVE	PM ARRIVE	PM ARRIVE	PM ARRIVE	AM ARRIVE	AM ARRIVE	
Average Miles Per Hour				30	59	55	53	47	59	52	49	45	48	

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 17 as applying at North Yard and Danville.

For information only, No. 99, see page 17.



# DANVILLE DISTRICT—Southward

5

Sliding Car Capacity	Station Numbers	Distance between Stations	TIME TABLE No. 36 June 1, 1948	SECOND CLASS					THIRD CLASS			
				61	51	63	65	57	55	73	75	71
				The Motor	The Packer	The Merchant-man	Through Freight	The Thunder-bolt	Through Freight	Local Freight	Local Freight	Local Freight
				Daily	Daily	Daily	Daily	Daily	Daily	Monday, Wednesday, Friday	Tuesday, Thursday, Saturday	Monday, Wednesday, Friday
STATIONS				LEAVE PM	LEAVE PM	LEAVE PM	LEAVE PM	LEAVE PM	LEAVE AM	LEAVE AM	LEAVE AM	LEAVE AM
	0		<b>CHICAGO</b>									
		16.9	<b>DOLTON JCT.</b>	Between Chicago and Yard Center trains will use C&WI current time table. See rule 1 page 22.								
	18	1.1	<b>YARD CENTER</b> ..... w	12.30	1.15	6.50	10.00	11.00	1.00	7.00		
	19	1.5	<b>SOUTH HOLLAND</b> .....									
	20	0.6	<b>THORNTON JCT.</b> .....	12.33	1.18	6.55	10.05	11.07	1.05			
	22	1.6	<b>THORNTON</b> .....									
	23	1.7	<b>GLENWOOD</b> .....									
	27	3.2	<b>CHICAGO HEIGHTS</b> ...	12.43	1.27	7.04	10.15	11.18	1.17			
		0.2	<b>M. C. TOWER</b> .....									
		0.2	<b>JAY TOWER</b> .....									
		0.8	<b>HEIGHTS YARD</b> .....									
133	29	1.0	<b>STEGER</b> .....				10.45 <sup>1</sup>					
	30	1.6	<b>CRETE</b> .....									
	34	2.1	<b>N. E. TOWER</b> .....	1.00	1.47	7.23	10.52	11.30	1.45	7.40		
	38	3.4	<b>BEECHER</b> .....									
	41	3.4	<b>SOLLITT</b> .....									
	45	3.7	<b>GRANT PARK</b> .....									
		5.0	<b>M. G. TOWER</b> .....	1.22	2.11	7.46	11.20	11.51	2.12			
	50	0.2	<b>MOMENCE</b> .....							9.06 <sup>99</sup> 10.15 <sup>3 23</sup>		
80	51	0.9	<b>MOMENCE YARD</b> ... w	1.36 <sup>93</sup>	2.13	7.48	11.25	11.53	2.25			
	58	7.1	<b>WICHERT</b> .....									
80	60	2.2	<b>ST. ANNE</b> .....	1.52	2.25	8.00	11.37	12.05	2.40	11.30		
	64	4.1	<b>PAPINEAU</b> ..... w									
	68	3.5	<b>MARTINTON</b> .....									
	72	3.8	<b>PITTWOOD</b> .....	2.07	2.40	8.14	11.51	12.18				
	77	6.0	<b>WATSEKA</b> .....	2.15	2.47	8.23	11.58	12.27	3.05	1.45	8.00	7.30
95	80	2.1	<b>COALER</b> ..... c&w	2.25	2.58	8.35	12.13	12.46 <sup>95</sup>	3.20			8.00
	82	2.2	<b>WOODLAND</b> .....									
	83	0.8	<b>WOODLAND JCT.</b> .....	2.30	3.03	8.40	12.22	12.55	3.27		9.00	8.10
	88	5.5	<b>MILFORD</b> .....		3.10							9.00
	89	1.0	<b>MILFORD JCT.</b> .....									
	93	3.6	<b>CISSNA JCT.</b> .....									
	94	1.5	<b>WELLINGTON</b> ..... w									
	99	5.0	<b>HOOPESTON</b> .....		3.23			1.19	3.52			9.47 <sup>99</sup> 10.08 <sup>3</sup>
	106	6.0	<b>ROSSVILLE</b> .....									
77	107	1.9	<b>ROSSVILLE JCT.</b> ... w		3.33			1.27	4.10			10.41
	111	4.1	<b>ALVIN</b> .....									
	114	3.1	<b>BISMARCK</b> .....		3.48			1.35				
	118	4.1	<b>WEST NEWELL</b> .....									
	123	4.6	<b>NORTH YARD</b> .....		4.00			1.46	4.35			12.01
	123	0.2	<b>DANVILLE</b> .....									
		0.2	<b>CORY</b> .....		4.04			1.48	4.39			
	125	1.4	<b>OAKLAWN</b> .....									
		1.0	<b>WALZ</b> .....		4.09			1.55	4.46			
	126	0.7	<b>BREWER</b> ..... w		4.15			2.00	5.00			12.15
				PM ARRIVE	PM ARRIVE	PM ARRIVE	AM ARRIVE	AM ARRIVE	AM ARRIVE	PM ARRIVE	AM ARRIVE	PM ARRIVE
Average Miles Per Hour.....				33	36	35	28	37				

For information only, No. 99, see page 17.

See time of Westville District trains on page 17 as applying at North Yard and Danville.



DANVILLE DISTRICT—Northward

Train Order Stations	Distance from Chicago	Distance between Stations	TIME TABLE No. 36 June 1, 1948	FIRST CLASS										
				94	96	80	10	26	92	8	24	4	98	
				Dixie Flyer	Dixie Mail	Georgian	Mail and Express	Meadow-lark	Dixie Limited	Chicago Express	The Cardinal	Whippoorwill	Dixie Flagler	
STATIONS			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
DN				ARRIVE AM	ARRIVE AM	ARRIVE AM	ARRIVE AM	ARRIVE PM	ARRIVE PM	ARRIVE PM	ARRIVE PM	ARRIVE PM	ARRIVE PM	
	16.9	16.9	CHICAGO	5.10	7.35	8.40	10.40	12.05	1.50	8.15	9.50	10.20	10.55	
Between Yard Center and Chicago trains will use C&WI current time table. See rule 1 page 22.														
	16.9	1.1	DOLTON JCT.											
DN	18.0	1.5	YARD CENTER...w	4.38	7.03	8.08	f10.18	11.33	1.18	7.43	9.18	9.48	10.23	
	19.5	0.6	SO. HOLLAND				f10.01							
DN	20.1	1.6	THORNTON JCT...	4.36	7.01		9.56			7.37	9.15			
	21.7	1.7	THORNTON				f 9.54							
	23.4	3.2	GLENWOOD				f 9.52							
	26.6	0.2	CHICAGO HTS.	s 4.29	s 6.53	e 7.58	s 9.45	s11.24	s 1.05	s 7.27	s 9.07	s 9.38	e10.14	
DN	26.8	0.2	M. C. TOWER											
	27.0	0.8	JAY TOWER...w											
	27.8	1.0	HEIGHTS YARD											
	28.8	1.6	STEGER				f 9.30							
	30.4	2.1	CRETE				f 9.25			f 7.01				
DN	32.5	1.7	N. E. TOWER	4.19 <sup>64</sup>	6.46	7.52	9.18	11.18	12.58	6.58	8.59	9.32	10.08	
	34.2	3.4	GOODENOW				f 9.13			f 6.56				
	37.6	3.4	BECHER	4.12	6.42		f 9.06		12.52	f 6.52	8.52			
	41.0	3.7	SOLLITT											
	44.7	5.0	GRANT PARK	4.02	6.34	7.40	f 8.55	11.07	12.45	6.44	8.47	9.22	9.58	
DN	49.7	0.2	M. G. TOWER											
	49.9	0.9	MOMENCE	3.56	f 6.29	7.35	s 8.47	s11.02	12.40	s 6.38	8.41	9.17	9.53	
	50.8	7.1	MOMENCE YD. w	3.55 <sup>59</sup>	6.28									
	57.9	2.2	WICHERT				f 8.32							
DN	60.1	4.1	ST. ANNE	3.44	6.18	7.26	s 8.26	f10.53 <sup>72</sup>	12.29	s 6.24	8.31	9.09	9.44	
	64.2	3.5	PAPINEAU...w				f 8.19		12.25	f 6.20				
	67.7	3.8	MARTINTON				f 8.12			f 6.16				
	71.5	6.0	PITTWOOD	3.34			f 8.05	10.44 <sup>60</sup>				8.58		
DN	77.5	2.1	WATSEKA	3.28	6.01	7.11	s 8.00	s10.39	s12.12	s 6.07	s 8.11	8.53	9.29	
	79.6	2.2	COALER...c&w	3.25	5.57	7.08	f 7.55	10.37	12.07 <sup>74</sup>	5.57	8.05	8.50	9.27	
	81.8	0.8	WOODLAND		5.51		f 7.45							
DN	82.6	5.5	WOODLAND JCT.	3.16	5.49	7.05	7.42	10.34	12.02	5.51	8.00	8.47	9.24	
D	88.1	1.0	MILFORD	3.11	f 5.44		f 7.34		11.57 <sup>70</sup>	s 5.43		8.42		
	89.1	3.6	MILFORD JCT.											
	92.7	1.5	CISSNA JCT.											
D	94.2	5.0	WELLINGTON...w	3.05	5.39		f 7.27		11.50	f 5.34				
DN	99.2	6.0	HOOPESTON	3.00	5.34	6.50	s 7.21		s11.44	s 5.28		8.33	9.09	
	105.2	1.9	ROSSVILLE				7.11			s 5.16				
	107.1	4.1	ROSSVILLE JCT. w	2.52 <sup>54</sup>	5.27	6.42			11.34	5.12		8.27	9.02	
	111.2	3.1	ALVIN	2.48			7.03		11.30	f 5.07				
D	114.3	4.1	BISMARCK		5.20		6.57							
	118.4	4.8	WEST NEWELL											
DN	123.0	0.2	NORTH YARD	2.34	5.12	6.26	6.46		11.18	4.53		8.13	8.47	
	123.2	0.2	DANVILLE	s 2.33	s 5.11	s 6.25	6.45		s11.17	s 4.52		s 8.12	s 8.46	
DN	123.4	1.4	CORY	2.22	4.54	6.20			11.11	4.42		8.07	8.42	
	124.8	1.0	OAKLAWN											
DN	125.8	0.7	WALZ	2.18	4.50	6.11			11.08	4.38		8.03	8.38	
	126.5		BREWER...w	2.17	4.49	6.15			11.07	4.37		8.02	8.37	
				AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	
				LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	
Average Miles Per Hour.....				44	46	52	31	57	46	35	45	55	55	

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 17 as applying at North Yard and Danville.

For information only, No. 98, see page 17.



## DANVILLE DISTRICT—Northward

Sliding Car Capacity	Station Numbers	Distance between Stations	TIME TABLE No. 36 June 1, 1948	SECOND CLASS						THIRD CLASS			
				64	54	60	58	62	56	52	72	70	74
				The Merchant-man	Through Freight	Through Freight	The Thunder-bolt	Through Freight	Through Freight	Through Freight	Local Freight	Local Freight	Local Freight
				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Tuesday, Thursday, Saturday	Tuesday, Thursday, Saturday	Monday, Wednesday, Friday
			STATIONS	ARRIVE AM	ARRIVE AM	ARRIVE PM	ARRIVE PM	ARRIVE AM	ARRIVE AM	ARRIVE AM	ARRIVE PM	ARRIVE PM	ARRIVE PM
	0	16.9	<b>CHICAGO</b> .....										
		1.1	<b>DOLTON JCT.</b> .....	Between Yard Center and Chicago trains will use C&WI current time table. See rule 1 page 22.									
	18	1.5	<b>YARD CENTER</b> ..... w	5.30	6.00	1.00	9.30	1.00	2.00	5.50	3.30		
	19	0.6	<b>SOUTH HOLLAND</b> .....										
	20	1.6	<b>THORNTON JCT.</b> .....	4.45	5.20	12.53	9.00	12.40	1.15	5.40			
	22	1.7	<b>THORNTON</b> .....										
	23	3.2	<b>GLENWOOD</b> .....										
	27	0.2	<b>CHICAGO HEIGHTS</b> ...	4.37	5.10	12.30	8.45	12.30	1.01				
		0.2	<b>M. C. TOWER</b> .....										
		0.8	<b>JAY TOWER</b> ..... w										
		1.0	<b>HEIGHTS YARD</b> .....										
	29	1.6	<b>STEGER</b> .....										
	30	2.1	<b>CRETE</b> .....										
100	34	1.7	<b>N. E. TOWER</b> .....	4.19 <sup>94</sup>	4.50	12.10	8.34	12.06	12.45		2.22		
	34	3.4	<b>GOODENOW</b> .....										
	38	3.4	<b>BEECHER</b> .....										
	41	3.7	<b>SOLLITT</b> .....										
85	45	5.0	<b>GRANT PARK</b> .....								1.30		
		0.2	<b>M. G. TOWER</b> .....	3.37	4.20	11.40	8.06	11.30	12.14				
	50	0.9	<b>MOMENCE</b> .....										
115	51	7.1	<b>MOMENCE YARD</b> w	3.35	4.17	11.38	8.04	11.25	12.12	3.55 <sup>94</sup>	12.21		
	58	2.2	<b>WICHERT</b> .....										
	86	4.1	<b>ST. ANNE</b> .....	3.22	4.05	11.20 <sup>72</sup>	7.50	11.05	11.57		{11.20 <sup>26</sup> 10.53 <sup>60</sup>		
	64	3.5	<b>PAPINEAU</b> ..... w										
	68	3.8	<b>MARTINTON</b> .....										
	78	6.0	<b>PITWOOD</b> .....			10.44 <sup>26</sup>							
	77	2.1	<b>WATSEKA</b> .....	2.55	3.45	10.30	7.15	10.40	11.35		8.30	2.00	2.00
87	80	2.2	<b>COALER</b> ..... C&W	2.49	3.37	10.20	7.06	10.25	11.23			12.30	12.07 <sup>92</sup>
	82	0.8	<b>WOODLAND</b> .....										11.35
	83	5.5	<b>WOODLAND JCT.</b> .....	2.34	3.27	10.10	6.49	10.15	11.08			12.15	11.25
	88	1.0	<b>MILFORD</b> .....		3.21		6.42		11.01			11:57 <sup>92</sup>	
	89	3.6	<b>MILFORD JCT.</b> .....										
	93	1.5	<b>CISSNA JCT.</b> .....										
118	94	5.0	<b>WELLINGTON</b> ..... w		3.14								
	99	6.0	<b>HOOPESTON</b> .....		3.07		6.28		10.47			9.15	
	106	1.9	<b>ROSSVILLE</b> .....									8.10	
90	107	4.1	<b>ROSSVILLE JCT.</b> ..... w		2.52 <sup>94</sup>		6.15		10.36				
	111	3.1	<b>ALVIN</b> .....		2.36								
	114	4.1	<b>BISMARCK</b> .....									7.40	
	118	4.6	<b>WEST NEWELL</b> .....										
	123	0.2	<b>NORTH YARD</b> .....		2.12		5.40		10.10	12.17		7.20	
	123	0.2	<b>DANVILLE</b> .....										
		1.4	<b>CORY</b> .....		2.10		5.38		10.08				
	125	1.0	<b>OAKLAWN</b> .....										
		0.7	<b>WALZ</b> .....		2.03		5.33		10.03				
	126		<b>BREWER</b> ..... w		2.00		5.30		10.00	12.05		7.00	
				AM LEAVE	AM LEAVE	AM LEAVE	PM LEAVE	PM LEAVE	PM LEAVE	AM LEAVE	AM LEAVE	AM LEAVE	AM LEAVE
Average Miles Per Hour.....				22	27	23	27	24	27				

For information only, No. 99, see page 17.

See time of Westville District trains on page 17 as applying at North Yard and Danville.



**EVANSVILLE DISTRICT—Southward**

Train Order Stations	Distance from Chicago	Distance between Stations	TIME TABLE No. 36 June 1, 1948	FIRST CLASS										
				95	9	99	3	93	81	97				
				Dixie Flyer	Passenger	Dixie Flagler	Whippoorwill	Dixie Limited	Georgian	Dixie Mail				
STATIONS			Daily	Daily	Daily	Daily	Daily	Daily	Daily					
				LEAVE AM	LEAVE AM	LEAVE AM	LEAVE AM	LEAVE PM	LEAVE PM	LEAVE PM				
.....	126.5		BREWER.....w	1.47	6.15	10.18	10.43	3.10	6.23	10.15				
.....	128.9	2.4	RILEYSBURG.....											
.....	131.0	2.1	GESSIE.....		f 6.22									
.....	134.3	3.3	PERRYVILLE.....		f 6.26									
.....	136.9	2.6	DICKASON.....		6.30									
DN	141.1	4.2	CAYUGA.....	2.03	s 6.37	10.31	10.55	3.23	6.36	10.29				
.....	143.7	2.6	WALNUT GROVE.....w											
.....	146.9	3.2	NEWPORT.....	2.09	s 6.44	10.37	11.00	3.28	6.42	10.35				
.....	149.7	2.8	DANA JCT.....											
.....	153.3	3.6	MONTEZUMA.....		s 6.52									
DN	154.6	1.3	HILLSDALE.....	2.18	c 6.55	10.46	11.08	3.37	6.51	10.44				
.....	162.2	7.6	JACKSON.....w											
DN	162.9	0.7	CLINTON.....		s 7.04		s 11.17	c 3.46		c 10.54				
.....	167.3	4.4	ATHERTON.....											
.....	171.9	4.6	OTTER CREEK JCT.....											
.....	173.8	1.9	DEWEY.....											
DN	176.5	2.7	HALEY.....	2.44	7.20	11.09	11.34	4.04	7.14	11.10				
.....	177.3	0.8	LOCUST STREET.....											
DN	177.5	0.2	TERRE HAUTE.....	s {2.46 2.58	s {7.22 7.50	s 11.15	s 11.40	s {4.06 4.11	s 7.20	s {11.12 11.26				
.....	178.3	0.8	POPLAR STREET.....w											
.....	180.2	1.9	BAKER.....											
DN	181.6	1.4	SPRING HILL.....	3.04	7.56	11.20	11.45	4.17	7.25	11.32				
.....	189.0	7.4	PIMENTO.....		c 8.04									
.....	192.2	3.2	SEIFERT.....w											
.....	192.9	0.7	FARMERSBURG.....		s 8.09									
.....	198.4	5.5	SHELburn.....		s 8.16									
DN	203.7	5.3	SULLIVAN.....c&w	3.26	s 8.29	11.39	s 12.05	c 4.45	7.44	11.55				
.....	209.3	5.6	PAXTON.....		c 8.38									
.....	213.3	4.0	CARLISLE.....		s 8.43									
.....	220.0	6.7	OAKTOWN.....	3.42	s 8.50	11.54	12.18	5.00	7.59	12.13				
.....	224.7	4.7	EMISON.....		f 8.59									
.....	229.6	4.9	SMITH.....											
.....	234.7	5.1	VINCENNES.....	s 4.07	s 9.45	c 12.08	s 12.37	s 5.23	c 8.15	s 12.42				
.....	236.4	1.7	ALICE.....w											
.....	241.0	4.6	PURCELL.....											
.....	246.4	5.4	DECKER.....		s 10.03									
.....	248.8	2.4	HAZLETON.....	4.21	s 10.10	12.24	12.52	5.40	8.31	1.02				
.....	252.7	3.9	MILLER.....											
.....	255.5	2.8	PATOKA.....		s 10.19									
.....	258.4	2.9	GIBSON.....											
DN	259.1	0.7	PRINCETON.....	4.33	s 10.40	12.35	s 1.11	s 6.00	8.44	s 1.18				
.....	262.9	3.8	KING.....											
.....	265.4	2.5	MT. VERNON JCT.....w											
.....	266.7	1.3	FORT BRANCH.....		s 10.52									
.....	269.8	3.1	HAUBSTADT.....	4.43	f 10.56	12.46	1.23	6.20	8.55	1.31				
.....	276.5	6.7	INGLE.....		c 11.09									
DN	283.8	7.3	WANSFORD.....		s 11.17									
.....	284.6	0.8	BELT YARD.....	5.04	11.19	12.59	1.36	6.33	9.08	1.43				
.....	285.9	1.3	UNION TRACK JCT.....	5.05	11.21	1.00	1.38	6.35	9.10	1.45				
DN	287.3	1.4	EVANSVILLE.....	5.45	11.30	1.23	1.50	7.00	9.35	2.15				
				AM ARRIVE	AM ARRIVE	PM ARRIVE	PM ARRIVE	PM ARRIVE	PM ARRIVE	AM ARRIVE				
Average Miles Per Hour.....				41	31	52	52	42	50	40				

DANVILLE instead of Brewer is district initial—terminal station for through first class schedules on Danville and Evansville Districts.  
 BELT YARD—NORTHWARD HOME SIGNAL TO EVANSVILLE, SOUTHWARD TRAINS ARE SUPERIOR TO NORTHWARD TRAINS.  
 TIME OF FIRST CLASS TRAINS APPLIES AT NORTHWARD HOME SIGNAL.  
 For information only, No. 99, see page 17.



EVANSVILLE DISTRICT—Southward

Siding Car Capacity	Station Numbers	Distance between Stations	TIME TABLE No. 36 June 1, 1948	SECOND CLASS				THIRD CLASS				
				57	51			59	363	361	55	
				The Thunderbolt	The Packer			Through Freight	Local Freight	Local Freight	Through Freight	
				Daily	Daily			Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	
STATIONS				LEAVE AM	LEAVE PM			LEAVE AM	LEAVE AM	LEAVE PM		
	126		BREWER.....w	2.40	5.10			6.15	6.45		12.01	
	129	2.4	RILEYSBURG.....									
	131	2.1	GESSIE.....									
	134	3.3	PERRYSVILLE.....									
	137	2.6	DICKASON.....									
	141	4.2	CAYUGA.....	2.59	5.28							
	144	2.6	WALNUT GROVE.....w									
	147	3.2	NEWPORT.....									
	149	2.8	DANA JCT.....									
	153	3.6	MONTEZUMA.....									
	155	1.3	HILLSDALE.....	3.18	5.46							
73	162	7.6	JACKSON.....w									
	163	0.7	CLINTON.....									
105	167	4.4	ATHERTON.....									
	172	4.6	OTTER CREEK JCT.....									
121	174	1.9	DEWEY.....									
		2.7	HALEY.....	3.52	6.20			7.55	12.10		1.28	
65	177	0.8	LOCUST STREET.....							6.00		
	178	0.2	TERRE HAUTE.....									
	179	0.8	POPLAR STREET.....w									
113	180	1.9	BAKER.....									
85	182	1.4	SPRING HILL.....	4.00	6.58			8.15			1.48	
	189	7.4	PIMENTO.....									
105	192	3.2	SEIFERT.....w									
	193	0.7	FARMERSBURG.....									
	199	5.5	SHELBURN.....									
140	204	5.3	SULLIVAN.....c&w	4.43	7.45			9.20			2.50	
	209	5.6	PAXTON.....									
105	214	4.0	CARLISLE.....									
105	220	6.7	OAKTOWN.....	5.00	8.03							
	225	4.7	EMISON.....									
105	229	4.9	SMITH.....									
72	235	5.1	VINCENNES.....	5.23	8.25			10.00			3.25	
161	236	1.7	ALICE.....w									
	241	4.6	PURCELL.....									
105	246	5.4	DECKER.....									
	248	2.4	HAZLETON.....	5.45	8.47							
105	252	3.9	MILLER.....									
	255	2.8	PATOKA.....									
120	258	2.9	GIBSON.....									
	259	0.7	PRINCETON.....	6.05	9.03			10.50			4.05	
60	263	3.8	KING.....									
	266	2.5	MT. VERNON JCT.....w									
64	267	1.3	FORT BRANCH.....									
	270	3.1	HAUBSTADT.....	6.20	9.18							
105	276	6.7	INGLE.....									
82	284	7.3	WANSFORD.....									
	285	0.8	BELT YARD.....	6.50	10.45			1.00	2.00	6.00		
		1.3	UNION TRACK JCT.....									
	287	1.4	EVANSVILLE.....									
				AM ARRIVE	PM ARRIVE			PM ARRIVE	PM ARRIVE	PM ARRIVE	PM ARRIVE	
Average Miles Per Hour.....				38	28							

DANVILLE instead of Brewer is district initial—terminal station for through first class schedules on Danville and Evansville Districts.  
 BELT YARD—Time of second and third class trains is for information only  
 For information only, No. 99, see page 17.



EVANSVILLE DISTRICT—Northward

Train Order Stations	Distance from Chicago	Distance between Stations	TIME TABLE No. 36 June 1, 1948	FIRST CLASS									
				96	80	92	8	4	98	94			
				Dixie Mail	Georgian	Dixie Limited	Chicago Express	Whippoorwill	Dixie Flagler	Dixie Flyer			
STATIONS			Daily	Daily	Daily	Daily	Daily	Daily	Daily				
			ARRIVE AM	ARRIVE AM	ARRIVE AM	ARRIVE PM	ARRIVE PM	ARRIVE PM	ARRIVE PM	ARRIVE AM			
.....	126.5	2.4	BREWER..... w	4.49	6.15	11.07	4.37	8.02	8.37	2.17			
.....	128.9	2.1	RILEYSBURG.....										
.....	131.0	3.3	GESSIE.....	4.43	6.09	11.01	4.28	7.58	8.33	2.11			
.....	134.3	2.6	PERRYSVILLE.....										
.....	136.9	4.2	DICKASON.....			10.54 <sup>362</sup>		7.53					
DN	141.1	2.6	CAYUGA.....	4.33	5.57	10.49	f 4.18	7.49	8.24	1.59			
.....	143.7	3.2	WALNUT GROVE..... w	4.30		10.44	4.14			1.55			
.....	146.9	3.2	NEWPORT.....	4.20	5.51	10.36	c 4.03	7.43	8.18	1.45			
.....	149.7	3.8	DANA JCT.....										
.....	153.3	1.6	MONTEZUMA.....				c 3.52						
DN	154.6	7.6	HILLSDALE.....	4.09	5.42	10.26	3.47	7.33	8.09	1.35			
.....	162.2	0.7	JACKSON..... w						8.01 <sup>56</sup>				
DN	162.9	4.4	CLINTON.....	c 3.58	5.33	s10.16	s 3.38	s 7.24	8.00	1.23			
.....	167.3	4.6	ATHERTON.....										
.....	171.9	1.9	OTTER CREEK JCT.....										
.....	173.8	2.7	DEWEY.....										
DN	176.5	0.8	HALEY.....	3.38	5.18	9.56	3.22	7.09	7.45	1.06			
.....	177.3	0.2	LOCUST STREET.....										
DN	177.5	0.8	TERRE HAUTE.....	s { 3.36 3.26	s 5.16	s 9.54	s { 3.20 3.05	s 7.07	s 7.43	s { 1.04 12.42			
.....	178.3	1.9	POPLAR STREET..... w										
.....	180.2	1.4	BAKER.....										
DN	181.6	7.4	SPRING HILL.....	3.04	5.08	9.45	2.58	6.58	7.35	12.32			
.....	189.0	3.2	PIMENTO.....										
.....	192.2	0.7	SEIFERT..... w										
.....	192.9	5.5	FARMERSBURG.....										
.....	198.4	5.3	SHELburn.....										
DN	203.7	5.6	SULLIVAN..... c&w	c 2.45	4.49	9.10	s 2.20	s 6.38	7.16	12.12			
.....	209.3	4.0	PAXTON.....										
.....	213.3	6.7	CARLISLE.....				f 2.08						
.....	220.0	4.7	OAKTOWN.....	2.29	4.33	8.50	f 1.58	6.24	7.00	11.58			
.....	224.7	4.9	EMISON.....										
.....	229.6	5.1	SMITH.....										
.....	234.7	1.7	VINCENNES.....	s 2.13	c 4.17	s 8.36	s 1.40	s 6.06	c 6.44	s11.39			
.....	236.4	4.6	ALICE..... w										
.....	241.0	5.4	PURCELL.....										
.....	246.4	2.4	DECKER.....										
.....	248.8	3.9	HAZLETON.....	1.50	3.59	8.10	c 1.18	5.50	6.26	11.13			
.....	252.7	2.8	MILLER.....										
.....	255.5	2.9	PATOKA.....				c 1.11						
.....	258.4	0.7	GIBSON.....										
DN	259.1	3.8	PRINCETON.....	1.37	3.47	s 7.57	s 1.02	s 5.34	6.14	s11.00			
.....	262.9	2.5	KING.....										
.....	265.4	1.3	MT. VERNON JCT..... w										
.....	266.7	3.1	FORT BRANCH.....				s12.49						
.....	269.8	6.7	HAUBSTADT.....	1.25	3.37	7.44		5.22	6.04	10.42			
.....	276.5	7.3	INGLE.....										
DN	283.8	0.8	WANSFORD.....										
.....	284.6	1.3	BELT YARD.....										
.....	285.9	1.4	UNION TRACK JCT.....	1.07	3.22	7.27	12.27	5.07	5.49	10.27			
DN	287.3		EVANSVILLE.....	1.00	3.15	7.20	12.20	5.00	5.42	10.20			
				AM LEAVE	AM LEAVE	AM LEAVE	PM LEAVE	PM LEAVE	PM LEAVE	PM LEAVE			

Average Miles Per Hour.....	42	54	43	38	53	55	41						
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DANVILLE instead of Brewer is district initial—terminal station for through first class schedules on Danville and Evansville Districts.  
 BELT YARD—NORTHWARD HOME SIGNAL TO EVANSVILLE, SOUTHWARD TRAINS ARE SUPERIOR TO NORTHWARD TRAINS.  
 For information only, No. 98, see page 17.



# EVANSVILLE DISTRICT—Northward

Siding Car Capacity	Station Numbers	Distance between Stations	TIME TABLE No. 36 June 1, 1948	SECOND CLASS				THIRD CLASS												
				58	56	54	52	360	362											
				The Thunderbolt	Through Freight	Through Freight	Through Freight	Local Freight	Local Freight											
				STATIONS	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday										
	126	2.4	BREWER..... w	ARRIVE PM 4.30	ARRIVE PM 9.05	ARRIVE AM 12.30		ARRIVE AM 8.10	ARRIVE PM	ARRIVE PM 2.45										
	129	2.1	RILEYSBURG.....																	
	131	3.3	GESSIE.....	4.15	8.54	12.08		7.55												
	134	2.6	PERRYSVILLE.....																	
94	137	4.2	DICKASON.....	4.07	8.46	12.00		7.47		10.54 <sup>92</sup>										
	141	2.6	CAYUGA.....	4.00	8.40	11.53		7.41												
78	144	3.2	WALNUT GROVE..... w	3.54	8.36	11.48		7.34												
	147	3.2	NEWPORT.....	3.49	8.29	11.43		7.29												
	149	2.8	DANA JCT.....																	
	153	3.6	MONTEZUMA.....																	
	155	7.6	HILLSDALE.....	3.38	8.18	11.32		7.18												
58	162	0.7	JACKSON..... w		8.01 <sup>98</sup>															
	163	4.4	CLINTON.....	3.25	7.50	11.20		7.04		7.53										
105	167	4.6	ATHERTON.....																	
	172	1.9	OTTER CREEK JCT.....																	
121	174	2.7	DEWEY.....																	
		0.8	HALEY.....	2.58	7.33	10.50		6.43		7.30										
65	177	0.2	LOCUST STREET.....							2.45										
	178	0.8	TERRE HAUTE.....																	
	179	1.9	POPLAR STREET..... w																	
113	180	1.4	BAKER.....																	
85	182	7.4	SPRING HILL.....	2.30	6.58	10.22		6.01	2.00											
	189	3.2	PIMENTO.....																	
105	192	0.7	SEIFERT..... w																	
	193	5.5	FARMERSBURG.....																	
	199	5.3	SHELburn.....																	
140	204	5.6	SULLIVAN..... c&w	1.56	6.33	8.55														
	209	4.0	PAXTON.....																	
105	214	6.7	CARLISLE.....																	
105	220	4.7	OAKTOWN.....	1.29	6.00	8.42														
	225	4.9	EMISON.....																	
105	229	5.1	SMITH.....																	
72	235	1.7	VINCENNES.....	12.56	5.28	8.25														
161	236	4.6	ALICE..... w																	
	241	5.4	PURCELL.....																	
105	246	2.4	DECKER.....																	
	248	3.9	HAZLETON.....	12.32	4.44	7.52														
105	252	2.8	MILLER.....																	
	255	2.9	PATOKA.....																	
120	258	0.7	GIBSON.....																	
	259	3.8	PRINCETON.....	12.07	4.27	7.39														
60	263	2.5	KING.....																	
	266	1.3	MT. VERNON JCT..... w																	
64	267	3.1	FORT BRANCH.....																	
	270	6.7	HAUBSTADT.....	11.52	4.13	7.23														
105	276	7.3	INGLE.....																	
82	284	0.8	WANSFORD.....																	
	285	1.3	BELT YARD.....	11.30	3.50	7.00		2.20	7.35											
		1.4	UNION TRACK JCT.....																	
	287		EVANSVILLE.....																	
				AM LEAVE	PM LEAVE	PM LEAVE		AM LEAVE	AM LEAVE	AM LEAVE										
Average Miles Per Hour.....				32	30	29														

BELT YARD—Time of second and third class trains is for information only.  
For information only, No. 99, see page 17.



ST. LOUIS DISTRICT—Southward

Train Order and Block Stations	Distance from Chicago	Distance between Stations	TIME TABLE No. 36 June 1, 1948										
			FIRST CLASS				SECOND CLASS			THIRD CLASS			
			123	23	25		65	61	63	163	573	171	75
			The Silent Knight	The Cardinal	Meadow-lark		Through Freight	The Motor	The Merchant-man	The Merchant-man	Local Freight	Local Freight	Local Freight
STATIONS			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Monday, Wednesday, Friday	Tuesday, Thursday, Saturday	
			LEAVE AM	LEAVE AM	LEAVE PM		LEAVE AM	LEAVE PM	LEAVE PM	LEAVE AM	LEAVE AM	LEAVE AM	LEAVE AM
DNB	82.6												
DB	87.5	4.9	WOODLAND JCT.	10.49	6.45		12.22	2.30	8.40				9.00
DNB	92.3	4.8	BRYCE	10.54 <sup>74</sup>	6.50		12.27	2.39	8.48				9.10
DB	96.1	3.8	GOODWINE	10.58	6.54		12.32	2.46	8.57				9.20
.....	99.8	3.7	FOUNTAIN CREEK	11.01			12.37	2.51	9.05				9.42 <sup>60</sup>
DNB	103.4	3.6	HUSTLE	11.04			12.43	2.56	9.15				9.55
DB	108.0	4.6	REILLY	11.07	7.03		12.49	3.01	9.28 <sup>62</sup>				10.17 <sup>26</sup>
DB	114.2	6.2	ELLIS	11.12			12.57	3.07	9.42				10.50
DB	120.0	5.8	GERALD	11.17	7.12		1.11	3.16	9.52				11.00
DNB	125.9	5.9	ROYAL	11.22 <sup>75</sup>	7.17		1.21 <sup>64</sup>	3.26	10.00				11.22 <sup>23</sup>
.....	129.1	3.2	GLOVER	11.27	7.22 <sup>24</sup>		1.30	3.36	10.09				11.37
DB	136.5	7.4	TIPTON										11.42
DB	140.0	3.5	BLOCK	11.37	7.32		1.49	3.55	10.25				11.55
.....	144.8	4.8	BONGARD	11.41			1.57	4.01	10.30				12.05
DNB	145.1	0.3	VILLA GROVE JCT.										
.....	146.3	1.2	VILLA GROVE	2.33 2.45 <sup>124</sup>	11.46 11.52	7.41 7.48 <sup>62</sup>	2.15 4.05	4.15 4.35	10.45 11.01	12.11		9.30	12.30
DB	148.9	2.6	V. E.	2.47	11.54	7.50	4.10	4.48	11.03	12.15		9.32 <sup>26</sup>	
DNB	153.4	4.5	WEST RIDGE										
.....	153.5	0.1	TUSCOLA	3.03	12.03	7.59							
DB	159.4	5.9	T. Y. TOWER	3.04	12.04 <sup>170</sup>	8.00	4.24	5.03 <sup>62</sup>	11.18 <sup>64</sup>	12.30		10.30	
DNB	164.7	5.3	BOURBON	3.14	12.10	8.06	4.32	5.13	11.28	12.39		10.40	
DB	168.4	3.7	ARTHUR	3.24	12.16	8.13	4.44	5.22	11.36	12.55		11.50	
DNB	176.1	7.7	CADWELL	3.32	12.20 <sup>171</sup>	8.16	4.49	5.29	11.41	1.15		12.20 <sup>23</sup>	
.....	184.2	8.1	SULLIVAN	3.44	12.29	8.26	5.05	5.41	11.52	1.31 <sup>124</sup>		12.50	
DNB	185.2	1.0	HALL	4.00	12.39	8.35 <sup>164</sup>	5.20 <sup>60</sup>	6.00	12.12	1.45		1.10	
DB	185.5	0.3	FINDLAY	4.03	12.42	8.36						7.05	
.....	191.8	6.3	FINDLAY JCT.	4.05	12.43	8.37	5.35	6.14	12.13	2.05		7.06	1.30
DNB	199.3	7.5	WESTERVELT		12.48 <sup>574</sup>		5.45	6.24	12.22			7.20	
DB	205.1	5.8	DOLLVILLE				6.20	6.44	12.47				
.....	209.5	4.4	PANA	1.03								8.30	
DN	213.5	4.0	ROSAMOND										
DN	218.2	4.7	OHLMAN										
.....	222.9	4.7	NOKOMIS										
DN	227.4	4.5	WITT										
.....	232.4	5.0	IRVING										
DN	243.2	10.8	HILLSBORO										
DN	252.9	9.7	JOAN										
.....	265.9	13.0	LIVINGSTON										
D	275.1	0.6	GARD										
.....	275.7	0.6	HOPKINS										
DN	276.2	0.5	MITCHELL YD.				10.00	9.15	4.30			2.00	
.....	277.7	2.5	LENOX										
.....	281.3	2.6	MITCHELL										
.....	288.0	6.7	NAMEOKI										
DN	290.4	2.4	GRANITE CITY		2.20								
.....			WASHINGTON AVE.		2.34								
.....			ST. LOUIS		2.45								
Average Miles Per Hour.....			32	50	55		20	23	25				

Between Pana and Lenox—Trains will use NYC current time table. NYC rules govern between Pana and Lenox. NYC and GM&O joint special instructions govern between Lenox and Granite City. TRRA rules and time table govern between Granite City and St. Louis. See rule 3, page 22.

VILLA GROVE JCT.—See time of Westville District trains on page 17 as applying at Villa Grove Jct.  
 FINDLAY JCT.—Train orders and time of southward trains apply at end of double track.  
 No. 75 will handle milk and express.  
 No. 573 will handle milk and express to and from stations Pana to Findlay inclusive, except Henton.



# ST. LOUIS DISTRICT—Northward

Siding Car Capacity	Station Numbers	Distance between Stations	TIME TABLE No. 36 June 1, 1948	FIRST CLASS			SECOND CLASS			THIRD CLASS				
				124	26	24	60	62	64	574	74	170	164	
				The Silent Knight	Meadow Lark	The Cardinal	Through Freight	Through Freight	The Merchant-man	Local Freight	Local Freight	Local Freight	The Merchant-man	
				STATIONS	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Monday, Wednesday, Friday	Tuesday, Thursday, Saturday	Daily
				ARRIVE AM	ARRIVE AM	ARRIVE PM	ARRIVE AM	ARRIVE PM	ARRIVE AM	ARRIVE PM	ARRIVE AM	ARRIVE PM		
	83	4.9	WOODLAND JCT.			10.34	8.00	10.10	10.15	2.34		11.25		
83	C 88	4.8	BRYCE				7.55	10.00	10.06	2.25		10.54 <sup>23</sup>		
90	C 92	3.8	GOODWINE			10.25 <sup>74</sup>	7.51	9.50	9.56	2.19		10.25 <sup>26</sup>		
88	C 96	3.7	FOUNTAIN CREEK					9.42 <sup>75</sup>	9.45	2.14				
78	C100	3.6	HUSTLE				7.46	9.35	9.38	2.10		10.05		
77	C103	4.6	REILLY			10.17 <sup>75</sup>	7.42	9.29	9.28 <sup>63</sup>	2.03		9.50		
89	C108	6.2	ELLIS				7.37	9.20	9.07	1.48		9.35		
90	C114	5.8	GERALD	w		10.07	7.32	9.10 <sup>74</sup>	8.57	1.40		9.10 <sup>60</sup>		
77	C120	5.9	ROYAL				7.27	8.50	8.48	1.21 <sup>65</sup>		8.40		
100	C126	3.2	GLOVER			c 9.57	c 7.22 <sup>25</sup>	8.38	8.37	1.08		8.30		
	C129	7.4	TIPTON									8.10		
80	C136	3.5	BLOCK				9.48	8.15	8.16	12.51		7.55		
80	C140	4.8	BONGARD				9.45	8.05	8.08	12.45		7.45		
	C144	0.3	VILLA GROVE JCT.											
	C145	1.2	VILLA GROVE	c&w	s { 3.00 2.15 <sup>123</sup>	s { 9.40 9.34	s { 7.02 6.57 <sup>62</sup>	{ 7.50 6.50	{ 7.45 6.55 <sup>24 25</sup>	{ 12.35 11.55		7.15	12.30	10.00
		2.6	V. E.		2.08	9.32 <sup>171</sup>	6.55	6.30	5.30	11.30			12.25	9.35
	C149	4.5	WEST RIDGE											
	C153	0.1	TUSCOLA	s	1.59	9.23	6.47							
115	C154	5.9	T. Y. TOWER		1.57	9.21	6.46	6.15	5.03 <sup>61</sup>	11.18 <sup>63</sup>			12.04 <sup>23</sup>	9.20
115	C159	5.3	BOURBON	w	f 1.52	9.16	6.41	6.03	4.55	11.01			11.20	9.12
115	C165	3.7	ARTHUR		s 1.46	9.10	6.36	5.56	4.50	10.51			11.00	9.07
115	C168	7.7	CADWELL	f	1.42	9.04	6.32	5.50	4.45	10.45			10.15	9.02
115	C176	8.1	SULLIVAN	w	s 1.31 <sup>163</sup>	8.54	6.22	5.40	4.35	10.35			10.00	8.50
85	C184	1.0	HALL	c&w	1.21	8.46	6.14	5.20 <sup>65</sup>	4.25	10.20	2.00		9.30	8.35 <sup>25</sup>
	C185	0.3	FINDLAY	w	s 1.13	c 8.45	c 6.12							
	C186	6.3	FINDLAY JCT.		1.12	8.44	6.11	5.18	4.10	10.05	1.15		9.00	8.11
84	Y192	7.5	WESTERVELT				6.05	5.10	4.02	9.55	12.48 <sup>23</sup>			
	Y199	5.8	DOLLVILLE											
60	Y205	4.4	PANA	w			s 5.52	4.50	3.40	9.35	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 YD.	c&w				3.00	1.15	7.45	9.00			
		0.5	LENOX											
		2.5	MITCHELL											
	Y279	2.6	NAMEOKI											
	Y282	6.7	GRANITE CITY				4.37							
		2.4	WASHINGTON AVE.				f 4.23							
	Y290		ST. LOUIS				4.15							
					AM LEAVE	AM LEAVE	PM LEAVE	AM LEAVE	PM LEAVE	PM LEAVE	AM LEAVE	AM LEAVE	AM LEAVE	PM LEAVE
Average Miles Per Hour.....				38	54	55		27	21	28				

Between Pana and Lenox—Trains will use NYC current time table. NYC rules govern between Pana and Lenox. NYC and GM&O joint special instructions govern between Lenox and Granite City. TRRA rules and time table govern between Granite City and St. Louis. See rule 3, page 22.

VILLA GROVE JCT.—See time of Westville District trains on page 17 as applying at Villa Grove Jct.  
 HALL—Train orders and time of northward trains apply at end of double track.  
 No. 74 will handle milk and express.  
 No. 574 will handle milk and express to and from stations Pana to Findlay inclusive, except Henton.



SALEM DISTRICT—Southward

Train Order Stations	Distance from Chicago	Distance between Stations	TIME TABLE No. 36 June 1, 1948	FIRST CLASS		THIRD CLASS						
				123	25	125	163	181	263	175	173	183
				The Silent Knight	Meadow-lark	Passenger Equipment	The Merchant-man	Mixed	The Merchant-man	Local Freight	Local Freight	C.B.&Q. Freight
STATIONS			Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	
DN	185.5		FINDLAY JCT.	LEAVE AM 4.05	LEAVE PM 8.37	LEAVE AM	LEAVE AM 2.05	LEAVE AM	LEAVE AM	LEAVE AM	LEAVE AM 8.15	LEAVE PM
.....	192.8	7.3	FAIR GROUND	w 4.13	8.44	.....	2.15	.....	.....	.....	8.36 <sup>26</sup>	.....
.....	193.9	1.1	SHELBYVILLE	s 4.19	s 8.46	.....	.....	.....	.....	.....	8.41	.....
.....	200.1	6.2	CLARKSBURG	4.27	8.55	.....	2.30	.....	.....	.....	10.01 <sup>172</sup>	.....
DN	204.5	4.4	MODE	s 4.35	9.01	.....	2.40	.....	.....	.....	10.25	.....
.....	212.9	8.4	MOCCASIN	4.45	9.09	.....	2.52	.....	.....	.....	.....	.....
D	218.9	6.0	ALTAMONT	s 5.02	f 9.16	.....	3.07	.....	.....	.....	.....	.....
DN	224.4	5.5	S. X. TOWER	w 5.10	9.22	.....	3.27	.....	.....	.....	12.30	.....
.....	224.6	0.2	ST. ELMO	s 5.14	s 9.24	.....	.....	.....	.....	.....	.....	.....
.....	229.7	5.1	ST. JAMES	f 5.22	9.31	.....	3.40	.....	.....	.....	.....	.....
.....	233.2	3.5	LOOGOOTEE	f 5.27	.....	.....	.....	.....	.....	.....	.....	.....
D	235.7	2.5	ST. PETER	s 5.34	9.37	.....	3.53	.....	.....	.....	.....	.....
.....	242.4	6.7	KINMUNDY	s 5.44	s 9.45	.....	.....	.....	.....	.....	.....	.....
DN	242.7	0.3	K. J. TOWER	5.45	9.46	.....	4.10	.....	.....	.....	.....	.....
.....	248.2	5.5	BRUBAKER	5.51	.....	.....	.....	.....	.....	.....	.....	.....
DN	252.1	3.9	SALEM YARD	w { 5.56 6.06	9.56	.....	4.30	.....	7.01	7.45	2.20	.....
.....	253.8	1.7	SALEM	s 6.20	s10.01	.....	.....	.....	.....	.....	.....	.....
DN	254.1	0.3	S. A. TOWER	6.22	10.03	.....	.....	.....	7.18 <sup>26</sup>	.....	.....	.....
.....	260.0	5.9	CARTTER	f 6.30	10.08	.....	.....	.....	.....	.....	.....	.....
D	263.3	3.3	KELL	s 6.36	10.13	.....	.....	.....	7.31	.....	.....	.....
.....	267.2	3.9	TEXICO	f 6.42	10.18	.....	.....	.....	7.37	.....	.....	.....
.....	275.7	8.5	MT. VERNON	w s 6.54 <sup>26</sup>	s10.30 <sup>124</sup>	.....	.....	.....	7.50	{ 8.42 <sup>264</sup> 12.52 <sup>174</sup>	.....	.....
DN	276.2	0.5	V. N. TOWER	7.08	10.31	.....	.....	.....	7.56	.....	.....	.....
.....	283.7	7.5	BONNIE	f 7.15	.....	.....	.....	.....	.....	.....	.....	.....
D	287.2	3.5	INA	s 7.21	10.43	.....	.....	.....	8.20 <sup>174</sup>	.....	.....	.....
.....	291.7	4.5	WHITTINGTON	s 7.28	.....	.....	.....	.....	.....	.....	.....	.....
DN	298.0	6.3	BENTON	s 7.38	s11.00 <sup>174</sup>	.....	.....	.....	8.50	1.50	.....	.....
DN	305.0	7.0	WEST FRANKFORT	C&W s 8.06	s11.11	.....	.....	.....	9.15	2.45	.....	.....
DN	310.7	5.7	JOHNSTON CITY	s 8.18	s11.21	.....	.....	.....	.....	.....	.....	.....
.....	311.3	0.6	BARLOW	8.20	11.22	.....	.....	.....	9.30	.....	.....	.....
DN	316.6	5.3	MARION	s 8.36	s11.31	.....	.....	.....	10.25 <sup>264</sup>	.....	.....	.....
.....	321.8	5.2	HUDGENS	8.42	.....	.....	.....	.....	.....	.....	.....	.....
DN	324.0	2.2	NEILSON	f 8.45	11.41	.....	.....	.....	11.22	.....	3.35	.....
D	329.3	5.3	GOREVILLE	w s 8.55	c11.50	.....	.....	.....	11.35	.....	3.50	.....
.....	334.0	4.7	OMAR	9.03	12.01	.....	.....	.....	11.45	.....	4.01	.....
.....	336.4	2.4	BUNCOMBE	f 9.07	.....	.....	.....	.....	.....	.....	.....	.....
.....	339.7	3.3	WEST VIENNA	s 9.13	s12.11	.....	.....	.....	12.09	.....	.....	.....
DN	339.8	0.1	W. V. TOWER	9.14	12.12	.....	.....	.....	12.10	.....	4.15	.....
D	345.3	5.5	CYPRESS	C&W s 9.27 <sup>264</sup>	12.20	12.20	.....	4.00	12.25	.....	.....	.....
.....	347.6	2.3	JOPPA JCT.	9.36	.....	12.25	.....	4.30	.....	.....	.....	.....
.....	351.1	3.5	PERKS	w f 9.43	.....	.....	.....	.....	.....	.....	.....	.....
.....	356.5	5.4	ULLIN	s 9.53	.....	.....	.....	.....	.....	.....	.....	.....
DN	362.8	6.3	TAMMS	s10.05	.....	.....	.....	.....	1.55	.....	.....	.....
D	369.3	6.5	OLIVE BRANCH	s10.15	.....	.....	.....	.....	.....	.....	.....	.....
D	378.0	8.7	THEBES	w 10.31	.....	.....	.....	.....	2.20	.....	.....	.....
.....	379.7	1.7	GALE JCT.	Between Bridge Jct. and Ilmo, trains will use tracks of and be governed by rules and instructions issued by St&M B Company; between Ilmo and Rockview will use tracks of and be governed by time table and rules issued by StLSW; and between Rockview and Chaffee will use tracks of and be governed by time table and rules issued by StLSF Ry.								
.....	380.1	0.4	BRIDGE JCT.									
DN	394.4	14.3	CHAFFEE	AM ARRIVE	AM ARRIVE	AM ARRIVE	AM ARRIVE	AM ARRIVE	3.30 PM ARRIVE	PM ARRIVE	PM ARRIVE	PM ARRIVE

Average Miles Per Hour..... 30 43

FINDLAY JCT.—Train orders and time of southward 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 Nos. 25, 180 and 181 apply at train order signal. No. 180 will pull by train order signal to discharge passengers on station platform. No. 181 is superior to No. 180. This is authority for No. 181 to leave Cypress without blank A. No. 125 authorized to leave without Blank A authority to use schedule.



SALEM DISTRICT—Northward

Siding Car Capacity	Station Numbers	Distance between Stations	TIME TABLE No. 36 June 1, 1948	FIRST CLASS		THIRD CLASS						
				26	124	126	174	172	264	180	184	164
				Meadow-lark	The Silent Knight	Passenger Equipment	Local Freight	Local Freight	The Merchant-man	Mixed	C.B.&Q. Freight	The Merchant-man
				Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily	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.	8.44	1.12			2.45				8.11
	C193	1.1	FAIR GROUND	8.36 <sup>173</sup>	1.02			2.05				7.57
	C194	6.2	SHELBYVILLE	s 8.35	s 1.00							
75	C200	4.4	CLARKSBURG	8.26	12.48			10.01 <sup>173</sup>				
68	C205	8.4	MODE	8.21	s12.42			9.40				7.30
83	C213	6.0	MOCCASIN	8.12	12.30							7.09
75	C219	5.5	ALTAMONT	f 8.03	s12.14							6.50
60	C223	0.2	S. X. TOWER	w 7.58	12.07			8.55				6.37
	C224	5.1	ST. ELMO	s 7.57	s12.06							
75	C230	3.5	ST. JAMES	7.50	f11.57							6.19
	C233	2.5	LOOGOOTEE		f11.52							
75	C236	6.7	ST. PETER	7.44	s11.47							6.08
	C242	0.3	KINMUNDY	s 7.37	s11.37							
72		5.5	K. J. TOWER	7.35	11.36			8.15				5.56
	C248	3.9	BRUBAKER									
	C252	1.7	SALEM YARD	w 7.26	11.26		2.00	7.50	2.10			5.25
	C254	0.3	SALEM	s 7.23	s11.14							
		5.9	S. A. TOWER	7.18 <sup>263</sup>	11.02				2.05			
	C260	3.3	CARTTER		f10.54							
95	C263	3.9	KELL	7.09	s10.47				1.35			
76	C267	8.5	TEXICO	7.04	f10.41				1.25			
71	C276	0.5	MT. VERNON	w s 6.54 <sup>123</sup>	s10.30 <sup>25</sup>		12.52 <sup>175</sup> 8.42 <sup>264</sup>		12.52 <sup>174</sup> 175			
		7.5	V. N. TOWER	6.50	10.18							
	C284	3.5	BONNIE		f10.10							
96	C287	4.5	INA	6.37	s10.03		8.20 <sup>263</sup>		12.34			
	C292	6.3	WHITTINGTON		s 9.55		8.07					
73	C298	7.0	BENTON	s 6.24	s 9.47		7.38 <sup>123</sup>		12.16			
69	C305	5.7	WEST FRANKFORT	CA W s 6.13	s 9.25		7.00		11.46			
	C311	0.6	JOHNSTON CITY	s 6.03	s 9.05							
75	C312	5.3	BARLOW	6.00	8.58				11.14			
75	C317	5.2	MARION	s 5.53	s 8.43				10.25 <sup>263</sup>			
	C322	2.2	HUDGENS		8.36							
	C324	5.3	NEILSON	5.39	f 8.31				10.11		9.55	
75	C329	4.7	GOREVILLE	w c 5.32	s 8.23				10.01		9.40	
74	C333	2.4	OMAR	5.24	8.13				9.47		9.34	
	C336	3.3	BUNCOMBE		f 8.05							
	C340	0.1	WEST VIENNA	s 5.15	s 7.57							
		5.5	W. V. TOWER	5.13	7.56				9.35		9.15	
75	C345	2.3	CYPRESS	CA W 5.05	s 7.48	12.35			9.27 <sup>123</sup>	8.15		
	C348	3.5	JOPPA JCT.		7.38	12.30				8.05		
	C351	5.4	PERKS	w	f 7.30				9.01			
75	C357	6.3	ULLIN		s 7.17				8.45			
	C363	6.5	TAMMS		s 7.03				8.35			
33	C369	8.7	OLIVE BRANCH		s 6.48							
	C378	1.7	THEBES	w	6.30				8.01			
		0.4	GALE JCT.	Between Bridge Jct. and Ilmo, trains will use tracks of and be governed by rules and instructions issued by St&M&B Company; between Ilmo and Rockview will use tracks of and be governed by time table and rules issued by StLSW; and between Rockview and Chaffee will use tracks of and be governed by time table and rules issued by StLSF Ry.								
		14.3	BRIDGE JCT.									
	C394		CHAFFEE						7.15			
				AM LEAVE	PM LEAVE	AM LEAVE	AM LEAVE	AM LEAVE	AM LEAVE	AM LEAVE	AM LEAVE	PM LEAVE

Average Miles Per Hour..... 44      29

FINDLAY JCT.—Train orders and time of southward 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 Nos. 25, 180 and 181 apply at train order signal. No. 26 authorized to leave without blank A authority to use schedule. No. 180 will pull by train order signal to discharge passengers on station platform. No. 181 is superior to No. 180.  
 JOPPA JCT.—No. 126 authorized to leave without Blank A authority to use schedule.  
 THEBES—No. 124 authorized to leave without Blank A authority to use schedule.



BRANCHES

FREELAND PARK BRANCH Danville District				CISSNA PARK BRANCH Danville District				JUDYVILLE BRANCH Danville District						
Distance between Stations*	TIME TABLE No. 36 June 1, 1948		Station Numbers	Station Tracks Car Capacity	Distance between Stations*	TIME TABLE No. 36 June 1, 1948		Station Numbers	Station Tracks Car Capacity	Distance between Stations*	TIME TABLE No. 36 June 1, 1948		Station Numbers	Station Tracks Car Capacity
	STATIONS					STATIONS					STATIONS			
5.4	MILFORD JCT.	89		2.6	CISSNA JCT.	93		3.0	ROSSVILLE JCT.	107				
2.6	STOCKLAND	F95		2.9	ALONZO	B95	12	4.1	JOHANNOTT					
2.6	DAWSON PARK	F98	27	1.9	GOODWINE	C92	25	1.8	PENCE	K114	24			
2.6	FREELAND PARK	F100	40	3.7	CLAYTONVILLE	B100	23	4.4	STEWART	K116	15			
					CISSNA PARK	B104	40		JUDYVILLE	K121	15			

SIDELL BRANCH—Westville District									
SOUTHWARD					NORTHWARD				
Third Class	Train Order Stations	Distance from Chicago	Distance between Stations	TIME TABLE No. 36 June 1, 1948		Station Numbers	Siding Car Capacity	Third Class	Tuesday, Thursday, Saturday
41				40	Local Freight				
Tuesday, Thursday, Saturday	STATIONS		Station Numbers	Siding Car Capacity	Tuesday, Thursday, Saturday				
LEAVE AM					ARRIVE AM				
8.00	107.1	ROSSVILLE JCT.	w	107	10.25				
8.08	111.8	HENNING		D112	10.13				
8.15	115.9	JAMESBURG		D116	10.06				
8.22	119.8	COLLISON		D120	9.59				
8.31	125.4	BROTHERS		D125	9.50				
8.35	127.5	BRONSON		D128	9.46	63			
8.45	132.1	RYAN		D132	9.36				
8.53	136.1	JAMAICA		D136	9.28				
8.57	138.6	MAIZETOWN		D139	9.24				
9.01	141.4	SIDELL JCT.	w	W141	9.20				
AM ARRIVE					AM LEAVE				

MT. VERNON BRANCH—Evansville District									
SOUTHWARD					NORTHWARD				
Third Class	Train Order Stations	Distance from Chicago	Distance between Stations	TIME TABLE No. 36 June 1, 1948		Station Numbers	Siding Car Capacity	Third Class	Tuesday, Thursday, Saturday
303				302	Mixed				
Daily Ex. Sunday	STATIONS		Station Numbers	Siding Car Capacity	Daily Ex. Sunday				
LEAVE PM					ARRIVE AM				
12.50	266.7	FORT BRANCH	D	267	11.35				
12.55	265.4	MT. VERNON JCT.	w	266	11.30				
f 1.25	47	OWENSVILLE	D	M272	f 11.17				
1.31	5	MOUNTS		M275	11.11				
f 1.37	23	CYNTHIANA	D	M278	f 11.05				
f 1.50	55	POSEYVILLE	D	M282	f 10.50				
		I. C. CROSSING		M283					
2.05	18	WADESVILLE	D	M288	10.35				
2.17		OLIVER		M294	10.23				
2.25	9	SOLITUDE		M298	10.15				
		L. & N. RY.		M304					
2.40		MT. VERNON	c&w	M305	10.00				
PM ARRIVE					AM LEAVE				

No. 41 is superior to No. 40.

BRAZIL BRANCH—Evansville District									
Distance between Stations	TIME TABLE No. 36 June 1, 1948		Station Numbers	Station Tracks Car Capacity	Distance between Stations	TIME TABLE No. 36 June 1, 1948		Station Numbers	Station Tracks Car Capacity
	STATIONS					STATIONS			
3.1	OTTER CREEK JCT.	172		4.30	JOPPA JCT.	C348		8.05	
1.5	BURNETT	E175		4.33	CHASCO	J348		f 7.55	
2.8	BURNETT SIDING	E176	10	4.35	RAGO	J349		f 7.46	
4.3	DIXIE LINE MINE	E179		s 4.45	KARNAK	J352	5	s 7.40	
1.0	BRAZIL CLAY CO.		30	s 5.00	BOAZ	J358	6	s 7.20	
1.0	BRAZIL	E185		5.15	JOPPA	J363	w	7.05	
				AM ARRIVE				AM LEAVE	

JOPPA BRANCH—Salem District									
SOUTHWARD					NORTHWARD				
Third Class	Train Order Stations	Distance from Chicago	Distance between Stations	TIME TABLE No. 36 June 1, 1948		Station Numbers	Siding Car Capacity	Third Class	Tuesday, Thursday, Saturday
181				180	Mixed				
Daily Ex. Sunday	STATIONS		Station Numbers	Siding Car Capacity	Daily Ex. Sunday				
LEAVE AM					ARRIVE AM				
4.30	347.6	JOPPA JCT.		C348	8.05				
4.33	348.5	CHASCO	0.9	J348	f 7.55				
4.35	349.4	RAGO	0.9	J349	f 7.46				
s 4.45	D 351.5	KARNAK	2.1	J352	5	s 7.40			
s 5.00	s 355.5	BOAZ	4.0	J358	6	s 7.20			
5.15	D 363.3	JOPPA	7.8	J363	w	7.05			
AM ARRIVE					AM LEAVE				

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



## 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			123				No. 36				124		40	76
Local Freight	Local Freight			The Silent Knight				June 1, 1948				The Silent Knight		Local Freight	Local Freight
Tuesday, Thursday, Saturday	Daily Ex. Sunday			Daily	STATIONS		Daily		Tuesday, Thursday, Saturday	Daily Ex. Sunday					
LEAVE AM	LEAVE AM			LEAVE AM						ARRIVE AM		ARRIVE AM	ARRIVE PM		
				1.15		123.2		DANVILLE.....	123		4.30				
	8.10			1.20	DNB	123.0	0.2	NORTH YARD.....w	123		4.21			2.30	
	8.15					123.6	0.6	RILEY TRACK.....						2.15	
	8.30			f 1.30		128.8	5.2	GRAPE CREEK.....	W129 38	f	4.09			1.48	
	8.50			f 1.42		132.4	3.6	WESTVILLE.....	W132	f	3.58			1.18	
	8.55			1.44	DNB	132.8	0.4	W. R. TOWER.....			3.56			1.13	
				1.49		136.8	4.0	BUNSON SWITCH....			3.44			12.53	
	9.15			f 1.56	D	142.1	5.3	INDIANOLA.....	W142 48	f	3.39			12.42	
						145.3	3.2	SCONCE.....							
9.01	9.30			2.02		145.6	0.3	SIDELL JCT.....w			3.34			9.20	
9.04	9.40			f 2.05	D	146.5	0.9	SIDELL.....	W146	f	3.31			12.25	
	9.50			2.10		150.1	3.6	HASTINGS.....	W150		3.27			12.20	
	10.00			f 2.13	D	152.6	2.5	ALLERTON.....	W153	f	3.23			12.14	
	10.15			f 2.17	D	155.7	3.1	BROADLANDS.....	W156	f	3.18			12.04	
	10.25			f 2.22	D	159.7	4.0	LONGVIEW.....	W160	f	3.13			11.54	
	10.40			f 2.25	D	161.9	2.2	FAIRLAND.....	W162	f	3.08			11.47	
	10.50			2.29		164.9	3.0	VILLA GROVE JCT...w	C144		3.03			11.40	
	11.00			2.33	DN	165.2	0.8	VILLA GROVE.....w	C145		3.00			11.30	
AM	AM			AM							AM		AM	AM	
ARRIVE	ARRIVE			ARRIVE							LEAVE		LEAVE	LEAVE	

No. 77 is superior to No. 76.  
Nos. 77 and 76 will handle Baggage and Express.

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

No. 98—June	—1948—1-4-7-10-13-16-19-22-25-28
July	—1948—1-4-7-10-13-16-19-22-25-28-31
August	—1948—3-6-9-12-15-18-21-24-27-30
September	—1948—2-5-8-11-14-17-20-23-26-29
October	—1948—2-5-8-11-14-17-20-23-26-29
November	—1948—1-4-7-10-13-16-19-22-25-28
December	—1948—1-4-7-10-13-16-19-22-25-28-31
No. 99—June	—1948—2-5-8-11-14-17-20-23-26-29
July	—1948—2-5-8-11-14-17-20-23-26-29
August	—1948—1-4-7-10-13-16-19-22-25-28-31
September	—1948—3-6-9-12-15-18-21-24-27-30
October	—1948—3-6-9-12-15-18-21-24-27-30
November	—1948—2-5-8-11-14-17-20-23-26-29
December	—1948—2-5-8-11-14-17-20-23-26-29



**PASSENGER TRAINS—CONDITIONAL STOPS**

- No. 1—Crete, Goodnow, Beecher, Grant Park, Momence, St. Anne, Papineau, Martinton, Milford, Wellington and Rossville to discharge revenue passengers from Chicago.
- No. 3—Watseka to receive revenue passengers for Danville and stations south.  
Milford to discharge revenue passengers from Chicago.
- No. 8—Patoka, Hazelton, Montezuma and Newport to pick up and dispatch mail on advice from mail clerk.
- No. 9—Glenwood, Hillsdale, Paxton and Ingle to load or unload mail. Pimento daily except Sunday to load or unload parcel post mail. At all flag stops to load or unload parcel post mail or express.
- No. 10—Dolton to unload U. S. Mail.
- No. 23—Glover, Tuscola and Arthur, to receive or discharge revenue passengers to or from regular stops.  
Arthur daily except Sundays and holidays for the purpose of handling cream.  
Findlay on signal to receive employees for Mitchell Yard.  
Livingston to discharge revenue passengers from Chicago.  
Mitchell Yard to discharge employees, railroad mail and express.
- No. 24—Mitchell Yard on signal to receive employees and handle express. Livingston to receive revenue passengers for Chicago. Findlay to discharge employees. Arthur, Tuscola and Glover, to receive or discharge revenue passengers to or from regular stops.
- No. 25—Glover to receive or discharge revenue passengers to or from regular stops.  
Findlay to discharge revenue passengers from Chicago.  
Goreville to discharge revenue passengers from Salem and regular stops north of Salem.
- No. 26—Goreville to receive revenue passengers for Salem and regular stops north of Salem.  
Findlay to receive revenue passengers for Chicago.  
Glover to receive or discharge revenue passengers to or from regular stops.
- No. 80—Vincennes and Chicago Heights to discharge revenue passengers from Nashville, Tenn., and points south.
- No. 81—Chicago Heights to receive revenue passengers holding prior reservations destined Nashville, Tenn. and points south. Vincennes to discharge revenue passengers from Chicago and to receive revenue passengers holding prior reservations destined Nashville, Tenn., and points south.
- No. 93—Clinton and Sullivan to discharge revenue passengers from Chicago.
- No. 96—Sullivan and Clinton to receive revenue passengers for Chicago.
- No. 97—Clinton to discharge revenue passengers from Chicago.
- No. 98—Vincennes and Chicago Heights to discharge revenue passengers from Nashville, Tenn. and points south.
- No. 99—Chicago Heights and Vincennes to receive revenue passengers for Nashville, Tenn., and south when advance reservations have been secured by passengers.
- No. 123—Bourbon, Cadwell, St. James, Loogootee, Cartter, Texico, Bonnie, Buncombe and Perks—Daily except Sunday to load and unload U. S. Mail.
- No. 124—Perks, Buncombe, Texico, Cartter and Loogootee, 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.

**RULE—**

**GENERAL INSTRUCTIONS**

- 1—DOUBLE TRACK IS OPERATED between Yard Center and crossovers 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 will be handled in accordance with instructions as required by law. Regulations for handling explosives and other dangerous articles are published in pamphlets furnished on application. Employees must provide themselves with 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—Passenger Diesel engines: EA-7—cannot be coupled with steam engines pilot to pilot. F-3—can be coupled pilot to pilot with steam engine after removing small plate at lower front end of pilot, placing plate in nose of Diesel.  
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.
- 11—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	Psgr. MPH	Frnt. MPH
Yard Center to Evansville.....	80	80	55
Woodland Jet. to Pana.....	80	80	55
Findlay Jct. 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
Jackson Mine Branches.....	10	10	10
Other mine Branches.....	20	20	20
Engines in forward movement with or without caboose or coach.....	40	45	45
Engines backing with or without cars.....	30	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 35 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: In tow handle next to caboose—30 MPH.



g—Engines without engine truck 20 MPH.

h—Trains handling Steam Derrick, Pile Driver, Spreader Car, Ditcher, Burro, Caterpillar and Locomotive Cranes, handle in rear of train.

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

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

Cisna Jct. to Goodwine, Sidell Branch, Westville to Villa Grove Jct. 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.

i—Track Scale Test Car A1034 handle only in local freight trains and place next to caboose. Yard Center to Evansville, Woodland Jct. to Pana, Findlay Jct. to Cypress 25 MPH except around curves 15 MPH. Cisna Jct. to Goodwine, Sidell Branch, Westville to Villa Grove Jct., 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.

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

k—Trains must be under control when starting onto bridge over which speed is restricted and the use of air brakes must be avoided while engine or train is on the bridge. Only sufficient steam should be worked to maintain the permissive speed while engines are on such bridges.

l—At various points approaching restricted territory, Permanent Speed Restriction Signals are placed six thousand (6000) feet from 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.

#### 12—STREET AND HIGHWAY CROSSINGS:

a—Trains or engines switching over street or highway crossings not protected by crossing watchman or gates or flasher lights in operation must have a trainman protect crossing from the ground when cars are being kicked or dropped. When coupling or shoving cars over unprotected street or highway crossing, trainman must protect crossing from the ground or ride the lead car in a position to afford proper protection.

b—When a train, or any part of a train, is standing where it will obscure the view of highway traffic at crossings not protected by a watchman or by gates with arms down, a member of the crew must protect traffic over the crossing against the movement of trains and engines on adjacent tracks, selecting the most important crossing when they cannot protect all crossings.

c—Cars must not be left nearer than 60 feet from center of Highway Crossing or Streets on each side to prevent obstructing the view, and when there is room leave a space of at least two car lengths from the crossing to the car.

d—When traffic on a highway is obstructed as result of railroad accident or for other reasons for which railroad is responsible, traffic on such highway must be protected by trainmen who may call on other employes or outsiders if necessary to assist.

e—Automatic flashing light and wig wag signals are in service at some streets and highways. Signals are operated automatically when a main track movement approaches the crossing from either direction. The point at which the operation starts is located far enough from crossing to insure that signals will operate about twenty-five seconds before the fastest train reaches the crossing. After a train or engine has passed over the crossing, signals discontinue operation if no other movement is closely approaching. If stop is made with front or rear end on crossing, a member of the crew must protect highway traffic unless he observes the signals are operating.

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

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

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

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

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

#### 13—RAILROAD CROSSINGS:

a—Freight trains must not stop or stand on railroad crossings while doing work; they must clear or cut crossings.

b—At Railroad Crossings not interlocked:

Illinois law requires 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.

#### 14—CLEARANCES:

a—Some bridges, signals, buildings and other obstructions will not clear a man on top or side of cars and employes must be on lookout for same and exercise care to avoid injury.

b—Water cranes must be locked or securely fastened so they cannot swing or be blown to foul main track, or strike passing trains.

15—Rule 24. When cars are pushed by an engine, except when shifting or making up trains in yard tracks, a trainman must ride the front of the leading car and by night must display a white light.

16—Rule 93b. When a train or engine is moving from auxiliary track to main track, the crews must look in both directions before fouling main track to observe approaching trains or engines, and exercise care to avoid accident.

17—Rule 103a. When cars are to be shoved into yard, interchange, or other tracks where it is possible for an engine to be working at the other end, or that cars on other tracks may not clear, a member of the crew must be sent in advance to prevent accident and to avoid cars being shoved to foul other tracks.

18—Rule 104b. A train or engine using a main track switch must not foul the main track until the switch to be used has been lined for the movement and when moving from main track to siding or auxiliary track must be entirely clear before stopping for switch to be closed.

#### 19—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 engine man 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, engine man may forestall home signal ramp.

When false stop occurs due to a known cause, engine man 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 engine man 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, engine man 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. Engine man 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 N.Y.C. 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 NYC officials relating to automatic train stop operation.

20—SPRING SWITCHES—Yard Center South End; Steger South End; Coaler North End Northward Siding; Clinton; Union Track Junction; Villa Grove Jct.; V. E. end of double track; 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 movement is completed, switch points are automatically returned to normal by spring pressure. A signal governing facing movements is located at switch to indicate Stop if switch is not normal. Switch stand is provided for hand operation of switch but running switch must not be made. A train stopped on switch while trailing through must not take slack or make reverse movement until switch has been reversed by hand.

21—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.

22—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.



## DISTRICT INSTRUCTIONS

### DANVILLE DISTRICT

#### 1—BLOCK INFORMATION:

- a—Rules 505 to 518 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. 124 will, unless otherwise instructed, use northward track from North Yard to Danville station.  
No. 123 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.

#### 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.
- 4—DANVILLE—Engines after handling southward passenger trains are authorized to move ahead of train handled from Danville to the north engine track lead, Oaklawn.
- a—NORTH YARD—Train order signal at proceed is authority for northward first class trains to use schedule from Danville without Blank A.
- b—CORY—Train order signal at proceed is authority for southward first class trains to use schedule from Danville without Blank A.

### EVANSVILLE DISTRICT

#### 5—C.T.C. INFORMATION:

- a—Trains will operate by block signal indication under centralized traffic control between the northward home signal Belt Yard and end of double track at Clinton.
- b—Trains which are or expect to be delayed more than fifteen (15) minutes doing work or for other causes must contact the train dispatcher.
- c—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 505 to 518 in effect Brewer to signal 286-0 Union Track Jct.
- 7—TERRE HAUTE—A member of the crew must in all cases protect crossing at Third Ave., before shoving cars over street.
- 8—SULLIVAN—When delivering to IC in west wye, air must be coupled and working on all cars.
- 9—EVANSVILLE—Trains to and from Evansville use Crossover at Union Track Jct. Switches are set normally for that movement.
- a—L&N, NYC 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.  
NYC.....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
80.....	2:30 AM.....	2:40 AM
92.....	6:40 AM.....	6:50 AM
8.....	11:45 AM.....	11:55 AM
4.....	4:15 PM.....	4:25 PM
98.....	5:00 PM.....	5:10 PM
94.....	9:45 PM.....	9:55 PM

Such engines must procure Blank A at Wansford. They are superior to 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, Evansville to Northward Home Signal Belt Yard, but must not be delayed by 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. Derailed on main track just south of new highway. All engines must approach Brazil prepared to stop and expect to find cars on main track between house track switch and Chicago St. Brazil Clay Plant No. 2—Two derrails, one near main track and one at road crossing at plant.
- a—Dixie Line Mine—Engines must not be operated under tiple.

### 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.

### ST. LOUIS DISTRICT

#### 13—BLOCK INFORMATION:

- a—Rules 301 to 375 in effect between Woodland Junction and Villa Grove Junction; V.E. and Sullivan: Findlay Junction and Pana.
- b—Rules 505 to 518 in effect Villa Grove Junction to V.E. and between Sullivan and Findlay Junction.  
Automatic southward approach signal located at TP 143-10 north of Villa Grove Junction is part of the automatic block signal system for southward movements.  
Automatic northward approach signal located at TP 147-33 south of V.E. is part of the automatic block signal system for northward trains.  
Automatic southward approach signal located at TP 174-34 north of Sullivan is part of the automatic block signal system for southward trains.
- 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 northward color light 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.—Southward color light high manual block signal and southward color light 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.  
 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 20. 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.  
**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 29-8
Momence	TP 48-40	TP 51-45
Watseka	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 128

**FREELAND PARK BRANCH**

Freeland Park Branch	Main Line	End of Branch
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**CISSNA PARK BRANCH**

Cissna Park Branch	Main Line	End of Branch
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**JUDYVILLE BRANCH**

Judyville Branch	Main Line	End of Branch
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**EVANSVILLE DISTRICT**

Brewer	See Danville District	
Montezuma-Hillsdale	MP 153	MP 155 (9:00 AM to 2:00 PM daily except Sunday)
Clinton	TP 160-10	TP 162-31
Evansville	Northward Home Signal Belt Yard to 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 Junction and Pennsylvania connections at Dewey in accordance with signal indication and other operating rules of the C&EI.

Pennsylvania trains in either direction are not relieved from complying with Rule 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.

Employees must have copy of NYC rules and NYC time table, special instructions NYC and GM&O 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—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.

**INTERLOCKING PLANTS****1—DANVILLE DISTRICT**

- a—Yard Center, Thornton Jct., M.C. Tower, Jay Tower, N.E. Tower, M.G. Tower, St. Anne, Watseka, Woodland Jct., Hoopston, 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, Clinton, Atherton, Otter Creek Jct., Burnett, Dewey, Haley, Locust St., Terre Haute, Chestnut St., Baker, Spring Hill, Seifert, Sullivan, Sullivan IC, Carlisle, Oaktown, Smith, Southend Vincennes, Penn. R.R. Alice, Decker, Miller, Gibson, Princeton, (Southern RR) King, Ft. Branch, Ingle, Wansford, and North end Belt Yard.



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 sidings and crossings and connections just north and just south of the siding. When stopped by the home signal at north crossing and signal does not display proceed indication, do not proceed until permission is obtained from the signalman by telephone and until switch and derails are inspected and known to be properly set. In addition, main track movements must receive clearance card Blank A as per rule 509 before proceeding over the plant. When necessary these derails and switch may be operated by hand after obtaining permission from the 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—The northward and southward home signals are controlled jointly by the C.T.C. operator and the leverman operating the crossing signal. Signals are so arranged that a proceed indication cannot be given until the signal at the B&O crossing is in the diagonal position in accordance with Rule 2 (a), under RAILROAD CROSSINGS NOT INTERLOCKED. This signal can be placed in a diagonal position without the home signal indicating proceed, but the home signal cannot indicate proceed without the crossing signal being in the diagonal position. The most restrictive indication of either of these signals must be observed.

f-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 to 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. In addition home signal

must be at proceed for movement over south end of siding switch and B&O Crossing as per Rule 2 (e) under CROSSINGS INTERLOCKED. A proceed indication given by the home signal and the diagonal position of the crossing signal does not permit a train to disregard the law or rule to make full stop for this crossing.

b-EVANSVILLE—Southern and IC.

c-EVANSVILLE BELT RY.—NYC 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-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.

d-TP 373-12—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.

e-KARNAK—NYC. 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**

	Diesel Engs. Pgr. MPH	Pgr. MPH	Frgt. MPH
<b>DANVILLE DISTRICT</b>			
Yard Center—Over slip switches on main track.....		30	30
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
St. Anne—Over NYC crossing.....		60	40
Papineau, Martinton and Pittwood—No. 10 to dispatch U. S. mail.....		5	..
Watseka—Until engine has passed over street crossings. Coaler—Through coal chute.....		60	40
Woodland Jct.—On northward track through interlocker On southward track through interlocker Through crossovers.....		25	25
Milford—Bridge 885 Four tenths miles south of Milford. On northward track.....		60	40
Hoopeston—Until engine has passed over street crossings Danville—Between Wabash crossing North Yard and P&E crossing Cory.....		40	40
Cory—Through the crossover between tracks 1 and 2... Walz—Around curve at TP 125-27 and over railroad crossing.....		20	20
		6	6
		60	..
<b>FREELAND PARK—CISSNA PARK—JUDYVILLE BRANCH</b>			
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 Rossville Jct. to Judyville.....		20	20
		20	20
<b>EVANSVILLE DISTRICT</b>			
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	20
Dana—Wabash River Ordnance tracks and over switch and through turnout just west of highway Route 63 five (5) MPH.		35	25
Clinton—Over spring switch at end of double track and Main Street TP 162-40.....		20	20
Over Wabash River Bridge.....		20	10
Between TP 163-20 and 164-10.....		45	35
Otter Creek Jct—Around curve.....		60	50
Terre Haute—Haley—Southward home signal to south end Locust Street.....		30	20
South end Locust Street to automatic signal 178-7 (Crawford Street).....		20	20
Automatic signal 178-7 (Crawford Street) to T.P. 179-16.....		30	20
Sullivan—Passing Coal Chute.....		25	25
Over IC crossing.....		20	20
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 11a page 18.) Between TP 233-31 and 15th st. TP 235-39.....		10	10
Decker—Over White River Bridge and trestle.....		30	20
Hazleton—Moving out of Atlanta track MP 249.....		25	15
Around curve TP 248-7 and TP 248-16.....		5	5
TP 248-35 and MP 249.....		65	45
Around curve between TP 251-22 and 251-37.....		70	45
Miller—Between MP 253 and 254.....		60	..
Patoka—Between TP 254-40 and TP 255-35.....		40	30
Gibson—Between TP 258-10 and 258-30.....		35	35
Princeton—Around curve south of depot.....		60	40
—Southern Railway crossing—Through interlocking plant —Around curves between TP 271-15 and 271-26, TP 271-36 and 272-7.....		35	35
Evansville—Between Wansford and Columbia Street TP 285-13.....		10	10
Evansville—Between Columbia Street TP 285-13 and Union Track Jct.....		60	..
Belt Ry.....		50	30
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.....		20	20
		10	10
		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 Engs. Pgr. MPH	Pgr. 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**

	Diesel Engs. Pgr. MPH	Pgr. MPH	Frgt. MPH
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**

	Diesel Engs. Pgr. MPH	Pgr. MPH	Frgt. MPH
Woodland Jct.—Northward trains through crossover... Southward trains through turnout....		20	20
Bridge C1114—About 2½ miles north of Gerald.....		40	40
Villa Grove Jct.—Over spring switch end of double-track. Villa Grove to St. Louis. Passenger trains handling less than three (3) cars.....		60	40
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 Spring Switch End Double Track.....		20	20
Hall—Through coal chute.....		25	25
Findlay Jct.—Over junction switches.....		30	30
Through crossover.....		10	10
Pana—Entering or leaving NYC main tracks.....		10	10
St. Louis—Engines 1016 to 1023 inclusive on Merchants Bridge and Approaches.....		20	20

**SALEM DISTRICT**

	Diesel Engs. Pgr. MPH	Pgr. MPH	Frgt. MPH
Kaskaskia Bridge C1942 use 60 seconds.....		20	15
Altamont—Curve at Depot.....		15	10
S. X. Tower—Curve at tower.....		25	20
Happy Hollow—Around reverse curves between TP 228 and TP 228-24.....		40	35
V. N. Tower—Between home signals.....		25	20
Saline Creek Bridge C3243 use 40 seconds.....		20	15
Between TP 332-6 and MP 334.....		35	30
Grasshopper Creek Bridge C3347 use 30 seconds.....		20	15
Between TP 335-10 and TP 335-22.....		25	20
Between TP 338-15 and TP 338-25.....		25	20
Thebes—SI&MB Co. Bridge.....		30	25

**JOPPA BRANCH**

	Diesel Engs. Pgr. MPH	Pgr. MPH	Frgt. MPH
Joppa Jct. to Joppa.....		25	25
When handling loaded hopper cars.....		..	15

**WESTVILLE DISTRICT**

	Diesel Engs. Pgr. MPH	Pgr. MPH	Frgt. MPH
Wabash crossing to 300 feet south of Wellington St....		25	25
North Yard to Westville.....		35	25
Danville—Main Street TP 124-6.....		10	10
Bridge W1262 Vermillion 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**

	Diesel Engs. Pgr. MPH	Pgr. MPH	Frgt. MPH
Rossville Jct. to Sidell Jct.....		40	30
Rossville Jct. to Sidell Jct. Consolidation engines.....		..	40
Bridge D1179 South of Jamesburg.....		10	10
Bridges D1297 and D1301 South of Bronson.....		10	10



**ENGINES RESTRICTED ON MAIN TRACKS**

1000, 1900, 115 to 118, 1100, 1200, and 1300 class  
 Freeland Park—Judyville—Mt. Vernon Branches.  
 North Branch of Jackson Mine Branch.  
 South of Miami Jct., on South Branch of Jackson Mine Branch.  
 Joppa Branch—Must not go south of MP 363.5

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

3639-3645 Class:  
 Mt. Vernon Branch

**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, 3639 to 3645, 115 to 118, 1100, 1200 and 1300 class 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 class and Diesels must not doublehead over Bridge W 1262, Vermillion 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 class and Diesels 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:

ST. ANNE Engines of 1000 class, Meiers No. 2 track. 5 miles per hour.

MOMENCE Engines of 1000 class, Tablers track. 5 miles per hour.

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

WESTVILLE Hegeler 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 Keek 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 1900-1000, 115 to 118, 1100, 1200, and 1300 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 Hegeler Lead

YOUNG North and south wye tracks. Engines do not go beyond clearance line posts.

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—Beyond 75 car lengths west of wye.

Engines of 1018 Class—Restricted on following track.  
 Locust Street in-bound Engine lead.

The following tracks must not be used by Engines of the 1008-1023, 1800, 1900, 115 to 118, 1100, 1200, and 1300 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.

SULLIVAN \*IC Connection may be used by 1900 class engines, not to exceed 5 miles per hour.

ILL.

PANA \*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 \*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.

ILL.

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.

CHASCO Engines of the 1900 class may use lead to point 150 feet north of tipple and may use empty track a sufficient distance to place empties over summit of hump.

KARNAK Not beyond 200 feet east of Main Box Factory plant.

\*Diesels not restricted.

**STOCK DRENCHERS**

Coaler, Brewer, Sullivan, Ind., 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 (Add)—LEADING FOOTBOARD. Do not ride leading footboard of engine except during short switching movements. Not more than two men are allowed on leading footboard at the same time, one each side of drawbar. Do not board leading footboard of a moving engine. Wait until it has stopped.
- 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 5—2nd Paragraph—The time applies at switch where an inferior opposing train enters the siding to clear such time. Where there is no siding it applies to the place from which fixed signals are operated; where there is neither fixed signal nor siding, it applies to the place where passenger traffic is handled. In CTC territory the time applies where passenger traffic is handled except at Haley and Spring Hill where time applies at train order signal.
- g-Rule 6—"c" conditional stop.
- h-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."
- i-Addition to Rule 16 (g) \_\_\_\_\_ Approaching meeting or waiting points. (See Rule 90a).



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

- j—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.
- k—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.
- l—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 must be reported to Chief Train 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.
- m—Rule 27 (c)—When track is not safe for usual speed, a yellow disc signal will be displayed on engineman's side six thousand (6000) feet from point of restriction. A rectangular yellow signal with black diagonal stripe will be placed four thousand (4000) feet from point of restriction.  
A green signal will be placed immediately beyond the point protected. Unless otherwise authorized, by special instructions, speed must not exceed rate of ten (10) miles per hour from point of restriction until entire train has passed the green signal.
- n—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.
- o—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, have arrived or left.
- p—Rule 90 is cancelled.
- q—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
- r—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.
- s—Rule 97—Clearance blank A is authority for a regular train (not a section) to use its schedule over more than one district.  
Extra trains in C.T.C. territory may be authorized by Blank A.
- t—Rule 103b—applies within yard limits except when in charge of a crew or otherwise protected.
- u—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.)
- v—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.
- w—Form D-R. Page 52. Last paragraph is cancelled.
- x—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 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 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.
- y—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.
- z—Rule 317—Third paragraph—A passenger train following a freight train into a block must be spaced five minutes behind such freight train.
- aa—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.
- bb—Automatic Block Signals, Centralized Traffic Control and Interlocking rules of the Operating Department showing an effective date of December 15, 1946 are in effect on all portions of the railroad. All automatic block signal, interlocking and spring switch rules of the Operating department dated December 15, 1919 are cancelled.
- cc—Rule 509—(Add to 1st paragraph)—The requirement of this rule must be repeated at each Stop-indication.  
Last paragraph—Within yard limits, a train or engine occupying main track under the provisions of Rule 93 stopped by a stop indication of an automatic signal (Rule 292), except at interlocking home signal, or stopped by a stop-restricting signal (Rule 290-A) may proceed at restricted speed complying with Rule 93.
- dd—Rule 515—A train or engine having passed beyond the limits of a block must not back into that block, except under protection as prescribed by Rule 99 or train order.
- ee—Rule 528 (Add)—Northward trains receiving a proceed indication on the northward home signal at Clinton, will move ahead of overdue superior trains until otherwise directed.
- ff—Rule 536 (Add)—Trains or engines authorized by Track and Time Limits to occupy main track where there are Controlled Electric Locks may consider the indication of the signals suspended within such limits and make movements over the switches and past signals in stop position on hand signals from Trainmen stationed near the switch during the time authorized.







## TRAIN ORDER OR BLOCK STATIONS ARE OPEN ONLY AS FOLLOWS:

DANVILLE DISTRICT	Week Days	Sundays	Holidays
Milford.....	7.00 AM to 3.00 PM		
Wellington.....	6.00 AM to 3.00 PM		
Bismarck.....	6.30 AM to 3.30 PM		
<b>EVANSVILLE DISTRICT</b>			
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		
<b>ST. LOUIS DISTRICT</b>			
Bryce.....	8.00 AM to 5.00 PM		
Goodwine.....	9.00 AM to 5.00 PM		9.00 AM to 5.00 PM
Fountain Creek.....	9.30 PM to 5.30 AM	9.30 PM to 5.30 AM	9.30 PM to 5.30 AM
Reilly.....	8.00 AM to 5.00 PM		
Ellis.....	8.00 AM to 5.00 PM	8.00 AM to 4.00 PM	8.00 AM to 4.00 PM
Gerald.....	8.00 AM to 5.00 PM	8.30 PM to 4.30 AM	8.30 PM to 4.30 AM
Royal.....	8.00 AM to 5.00 PM		
Block.....	8.00 AM to 5.00 PM		
Bongard.....	8.00 AM to 5.00 PM		
West Ridge.....	7.30 AM to 4.30 PM		
Bourbon.....	7.00 AM to 4.00 PM		
Cadwell.....	7.00 AM to 4.00 PM		
Westervelt.....	7.30 AM to 4.30 PM		
<b>SALEM DISTRICT</b>			
Altamont.....	7.45 AM to 4.45 PM		
St. Peter.....	8.00 AM to 5.00 PM		
Kell.....	6.00 AM to 3.00 PM		
Ina.....	7.00 AM to 4.00 PM		
Benton.....	3.30 PM to 11.30 PM	9.15 PM to 11.15 PM	9.15 PM to 11.15 PM
Johnston City.....	6.00 AM to 3.00 PM	6.00 AM to 3.00 PM	6.00 AM to 3.00 PM
Marion.....	8.30 PM to 10.30 PM	8.30 PM to 10.30 PM	8.30 PM to 10.30 PM
Neilson.....	4.00 PM to 12.00 PM	8.10 PM to 10.10 PM	4.00 PM to 12.00 PM
Goreville.....	8.15 AM to 5.15 PM	8.15 AM to 5.15 PM	8.15 AM to 5.15 PM
WV Tower.....	7.00 AM to 4.00 PM		
Cypress.....	8.15 AM to 5.15 PM	8.15 AM to 5.15 PM	8.15 AM to 5.15 PM
Olive Branch.....	8.00 AM to 5.00 PM	8.00 AM to 5.00 PM	8.00 AM to 5.00 PM
Karnak.....	7.45 AM to 4.45 PM		
Joppa.....	7.00 AM to 4.00 PM		
Thebes.....	7.00 AM to 4.00 PM	7.15 AM to 4.15 PM	7.15 AM to 4.15 PM
<b>WESTVILLE DISTRICT</b>			
Indianola.....	8.00 AM to 5.00 PM		
Sidell.....	8.00 AM to 5.00 PM		
Allerton.....	8.00 AM to 5.00 PM		
Broadlands.....	8.00 AM to 5.00 PM		
Longview.....	8.00 AM to 5.00 PM		
Fairland.....	8.00 AM to 5.00 PM		

## TRAIN DISPATCHERS

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

F. J. WEHLING, Chief Train Dispatcher  
T. A. ROBERTS, Asst. Chief Train Dispatcher  
W. R. JOHNSON, Night Chief Train Dispatcher  
C. E. LEWIS  
M. A. JONES  
J. G. ACKELMIRE  
C. McCLEARY  
J. M. JOHNSON  
B. P. COOPER  
A. G. NEEL

E. W. PERRY  
C. E. DOWDY  
R. E. DOWDY  
J. W. WILSON  
W. R. CASE  
C. F. SIMMERMAN  
Q. D. PICKERING  
E. D. ADAMS

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

W. A. DONAHUE, Chief Train Dispatcher  
R. E. DOWDY, Asst. Chief Train Dispatcher  
O. P. MATHIS  
C. G. BLACKWELL  
A. G. NEEL

W. F. ESCUE  
C. E. DOWDY  
Q. D. PICKERING  
H. R. BLACK

J. T. THEBY, Superintendent Terminals  
H. H. ORR, Superintendent of Safety  
W. K. BAXTER, Asst. Superintendent  
J. H. JONES, Train Master  
W. W. DICK, Train Master  
H. E. DEVAR, Train Master  
W. R. HILL, 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



## 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. Roland A. Jacobson	Chicago	28 E. Jackson	HAR. 1774	215 N. Elmwood, Oak Park, Ill. Village	6683
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 Herdien	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. Harry Smith, Oculist	Danville	9 W. Madison	861	9 W. Madison	861
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	Fletcher 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.	3-6434	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. James Taylor, Asst. Dist. Surg.	Villa Grove	P. O. Bldg., Room 3		200 Henson St.	71
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. O. G. Kauder	Findlay		154		149
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. Whitefort	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. T. D. Laney	Salem	101 E. Main St.	260	1015 W. Main St.	127
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

## DANVILLE DISTRICT

Yard Center... Fredericka St.  
So. End North Yd.  
Thornton... On Depot  
South End  
Chicago Hgts... MC Connection  
Heights Yard... So. End Yds.  
Crossover  
Steger... North End siding  
TP 28-33  
TP 29-04  
Crete... In Depot  
NE Tower... So. End Siding  
Goodenow... Crossover  
Beecher... So. End Depot  
Sollitt... Crossover  
Grant Park... North End Siding  
In Depot  
Momence... No. End Siding  
So. End West Yd.  
No. End South-  
ward Siding  
So. End South-  
ward Siding  
Wichert... In Depot  
St. Anne... No. End South-  
ward Siding  
Papineau... In Depot  
Martinton... On Depot  
Pittwood... Crossover  
Watseka... No. End Old Siding  
Coaler... Tower, 1st Floor  
Milford... So. Side of Depot  
Milford Jct... Crossover  
Cissna Jct... Crossover  
Wellington... On Depot  
Hoopeston... North Crossover  
Rossville... Eng. Track West  
Side  
Rossville Jct... Jct. Sidell Branch  
Jordan Creek... TP 108-38  
Alvin... In Depot  
Bismarck... On Depot  
West Newell... Crossover  
North Yard... North Crossover  
No. End Interlock-  
ing Crossover  
Cory... South Crossover  
TP 123-17  
Oaklawn... North Crossover  
Middle Crossover  
North Gate  
South Crossover  
Brewer... Water Tank  
So. End Southward  
Yards  
South Crossover

## EVANSVILLE DISTRICT

Gessie... Crossover  
Perrysville... Crossover  
Dickason... North End of  
Siding  
Dickason Pit... At Crossover  
Walnut Grove... Water Tank  
Newport... On Depot  
Dana Storage... TP 149-26  
Worthy... TP 152-9  
Montezuma... So. End of Depot  
Hillsdale... No. Crossover  
TP 157-20  
Jackson... No. Crossover  
Water Tank  
Clinton... End Double Track  
TP 163-11  
TP 164-11  
TP 165-5  
Atherton... North End Siding  
South End Siding  
Otter Creek... No. End TP  
171-15  
Dewey... No. End Siding  
Penna Connection  
South End Siding  
TP 175-34

Locust Street... TP 177-5  
Terre Haute... College Street  
Hulman St. Water  
Tank  
Baker Yard... South End  
TP 180-16  
South End  
TP 180-20  
Spring Hill... North End Siding  
TP 184-14  
Young... North End  
South End  
Pimento... TP 189-19  
Seifert... North End Siding  
South End Siding  
Standard... TP 196-32  
TP 197-27  
Shelburn... TP 198-11  
TP 198-31  
TP 200-5  
Sullivan... North End Siding  
Coal Chute  
TP 203-34  
IC Crossing  
TP 205-16  
TP 207-28  
Paxton... TP 209-8  
TP 209-34  
Carlisle... North End Siding  
South End Siding  
North and South  
End House  
Track  
TP 214-29  
TP 216-27  
Oaktown... North End Siding  
South End Siding  
Mill Track  
TP 221-26  
Emison... TP 224-04  
TP 224-34  
TP 226-32  
Maria Creek... TP 227-38  
Smith... North End Siding  
South End Siding  
TP 231-3  
TP 232-16  
TP 233-27  
Vincennes... No. End Siding  
South End Siding  
TP 234-27  
Penna. Crossing  
Vincennes Frt.  
Alice... North End Siding  
North End Ladder  
Siding Crossover  
South End Siding  
TP 238-37  
Purcell... 240-32  
241-01  
TP 242-40  
TP 244-20  
Decker... No. End Siding  
So. End Siding  
TP 246-16  
TP 247-21  
Hazelton... TP 248-24  
Station Platform  
South End Old  
Siding  
TP 249-19  
Miller... North End Siding  
South End Siding  
TP 254-8  
Patoka... TP 254-39  
TP 255-8  
TP 256-5  
Gibson... North End Siding  
South End Siding

Princeton... North End Trans-  
fer Track  
Sou. R.R. Crossing  
TP 261-12  
King... TP 262-10  
TP 262-23  
TP 262-34  
TP 263-5  
TP 263-10  
TP 263-29  
Mt Vernon Jct... No. End of Wye  
So. End of Wye  
TP 266-21  
Ft. Branch... North End Siding  
Emge Switch  
South End Siding  
Haubstadt... North End Old  
Siding  
South End Old  
Siding  
Stacer... TP 273-34  
Ingle... North End Siding  
South End Siding  
TP 277-24  
TP 278-20  
TP 281-11  
Straight Line  
Jct... In Building  
Belt Yard... South End  
TP 285-23  
Union Trk Jct... TP 285-36  
TP 285-46

## BRAZIL BRANCH

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

## ST. LOUIS DISTRICT

Woodland Jct... Wye Switch  
Bryce... North End Siding  
South End Siding  
Goodwine... North End Siding  
South End Siding  
Fountain Creek... North End Siding  
South End Siding  
Hustle... North End Siding  
South End Siding  
NKP Connection  
Reilly... North End Siding  
South End Siding  
Ellis... North End Siding  
South End Siding  
Gerald... North End Siding  
South End Siding  
Daily... North End  
Royal... North End Siding  
South End Siding  
Glover... South End Siding  
Tipton... TP 129-4  
Rutherford... TP 132-13  
Block... North End Siding  
South End Siding  
Bongard... North End Siding  
South End Siding  
Villa Grove... TP 144-22  
TP 144-30  
TP 144-36  
TP 145-37  
TP 146-06  
TP 146-12  
Tuscola... TP 153-1  
TY Tower... No. End Siding  
So. End Siding  
Bourbon... North End of  
Siding  
Arthur... North End Siding  
South End Siding  
Cadwell... Station on No.  
Side  
TP 169-19  
Chipps... TP 173-8  
Sullivan... TP 175-25  
Stock Pen  
South End Siding

Kirksville... TP 179-21  
Hall... TP 183-4  
North End Double  
Track  
Coal Chute in  
Booth  
South End North-  
ward Siding  
Findlay Jct... West End of Wye  
Westervelt... On Depot  
South End Siding  
Henton... TP 194-10  
Dollville... TP 199-11  
Pana... North End  
South End

## SALEM DISTRICT

Fairground... South End Siding  
Shelbyville... So. End of Bridge  
Clarksburg... South End Siding  
Moccasin... South End Siding  
Altamont... B&O Connection  
South End Siding  
S.X... North End Siding  
St. James... South End Siding  
Loogootee... TP 233-06  
St. Peter... South End Siding  
KJ Tower... South End Siding  
Salem Yd... North End  
SA Tower... Interchange Track  
South End  
Kell... Depot  
Texico... South End Siding  
Mt. Vernon... North End Siding  
VN Tower... North End  
Ina... South End Siding  
Benton... North End Siding  
West Frankfort... Coal Chute  
Orient Mine... At Switch  
Old Ben No. 8... At Switch  
Jenkins Spur... At Switch  
Barlow Siding... At Switch  
Marion... North End Siding  
Marion... S. Tie Plant Switch  
Goreville... South End Siding  
Omar... South End Siding  
TP 336-06  
Cypress... South End Siding  
Joppa Jct... No. Wye Pole Box  
South Wye  
Perks... Water Tank  
Ullin... South End Siding  
Olive Branch... No. End Siding  
Thebes... Depot  
Gale Jct... M. P. Conn. Switch

## WESTVILLE DISTRICT

P&E Crossing... At Crossing  
Riley Track... South End  
Maring... At Switch  
Grape Creek... North End Siding  
South End Siding  
WR Tower... North End Storage  
TP 133-29  
Bunsen... Switch  
Indianola... South End Siding  
Sidell Jct... North Wye Switch  
South Wye Switch  
Allerton... North End House  
Track  
Longview... South End House  
Track  
Fairland... North End House  
Track  
Villa Grove Jct... TP 164-21

## SIDELL BRANCH—WESTVILLE DISTRICT

Henning... On Depot  
Jamesburg... MP 115.35  
Collison... On Depot  
Brothers... On Depot  
Bronson... At Tower  
Ryan... Near Crossing  
Jamaica... On Depot









# CHICAGO & EASTERN ILLINOIS RAILROAD AND CONNECTIONS

Indicates Double Track

