

SPEED TABLE

Time Min.	Sec.	Miles Per Hour	Time Min.	Sec.	Miles Per Hour
	40	90.0	1	12	50.0
	41	87.8	1	14	48.6
	42	85.7	1	16	47.4
	43	83.7	1	18	46.1
	44	81.8	1	20	45.0
	45	80.0	1	22	43.9
	46	78.3	1	24	42.9
	47	76.6	1	26	41.9
	48	75.0	1	28	40.9
	49	73.5	1	30	40.0
	50	72.0	1	33	38.7
	51	70.6	1	36	37.5
	52	69.2	1	39	36.4
	53	67.9	1	42	35.3
	54	66.6	1	45	34.3
	55	65.4	1	50	32.7
	56	64.2	1	55	31.3
	57	63.1	2	—	30.0
	58	62.0	2	10	27.7
	59	61.0	2	20	25.7
1	—	60.0	2	30	24.0
1	1	59.0	2	40	22.5
1	2	58.0	3	—	20.0
1	3	57.1	3	30	17.1
1	4	56.2	4	—	15.0
1	5	55.3	5	—	12.0
1	6	54.5	6	—	10.0
1	7	53.7	7	—	8.5
1	8	52.9	8	—	7.5
1	9	52.1	9	—	6.7
1	10	51.4	12	—	5.0

J. A. DUVALL, Superintendent Terminals
 C. G. RODGERS, Assistant Superintendent
 W. R. HILL, Train Master
 H. S. VIERLING, Train Master
 G. H. PITTAWAY, Road Foreman
 R. F. WHITLOW, Road Foreman
 R. A. BROOKS, Road Foreman
 D. ADDUCI, Terminal Road Foreman
 W. R. JOHNSON, Chief Train Dispatcher
 C. G. BLACKWELL, Chief Train Dispatcher
 B. P. COOPER, Asst. Chief Train Dispatcher
 WM. FULTON, Asst. Chief Train Dispatcher
 J. M. JOHNSON, Chief Train Rule Examiner



Chicago & Eastern Illinois Railroad

TIME TABLE No.

46

Effective

Sunday, April 27, 1952

12:01 A. M.

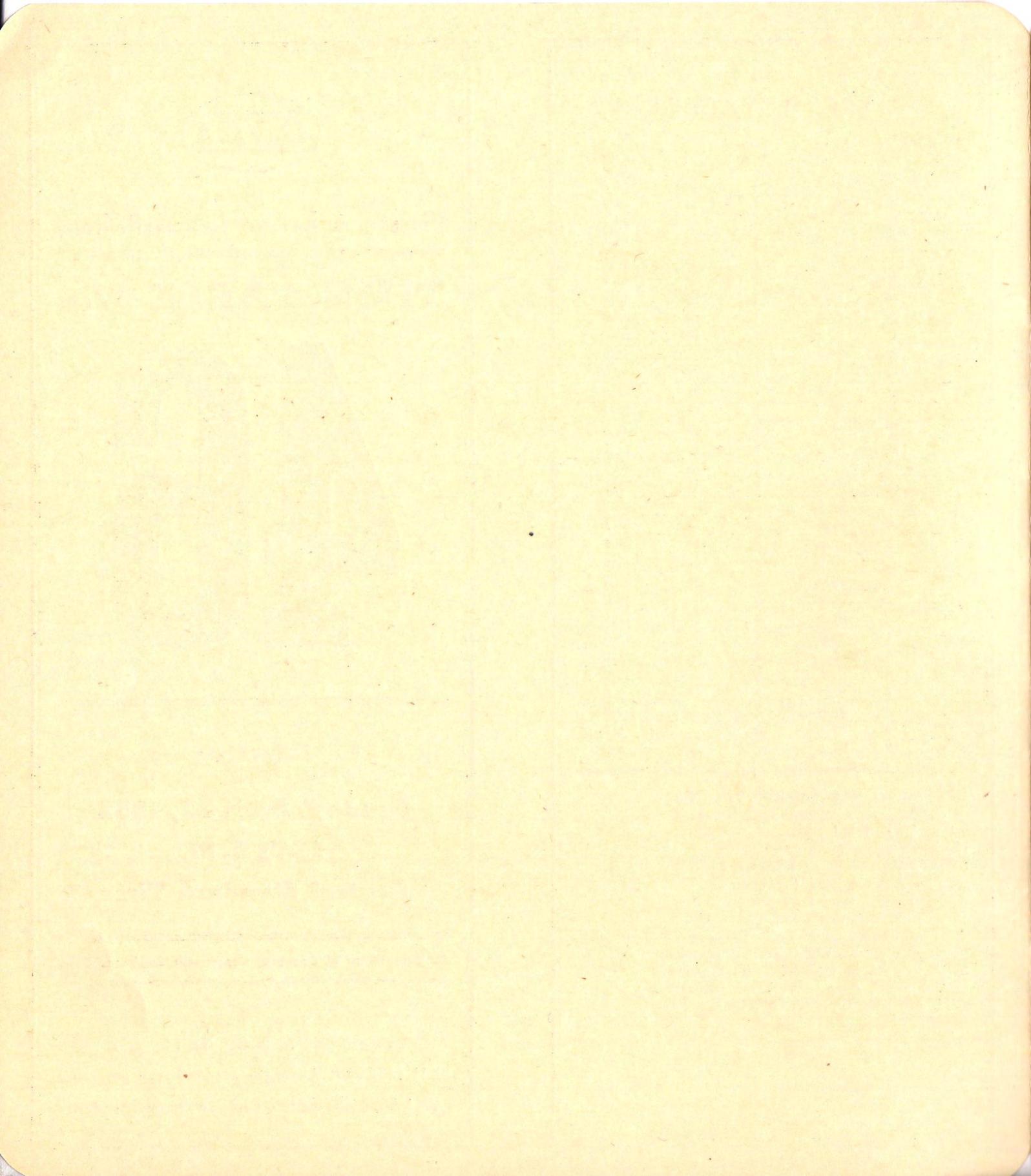
Central Standard Time

For Government of Operating Department Employees Only.

J. T. THEBY,
 Vice President & General Manager

C. H. FISCHER, Superintendent of Transportation

A. W. SCHROEDER, Division Superintendent



LOCATION OF TELEPHONES OTHER THAN WHERE AT BOTH ENDS OF SIDING

DANVILLE SUBDIVISION		SALEM SUBDIVISION	
Yard Center... Fredericka St. So. End North Yd.	Newport.....On Depot TP 149-26	Miller.....TP 254-8	Fairground.....South End Siding
Thornton.....On Depot South End	Montesuma...So. End of Depot	Patoka.....TP 254-39 TP 255-8 TP 256-5	Shelbyville.....So. End of Bridge
Heights Yard...MC Connection South End Yds. Crossover	Hillsdale.....TP 153-33 TP 157-20 Standard Pit	Princeton.....North End Trans- fer Track Sou. RR. Crossing TP 261-12	Clarksburg.....South End Siding
Steger.....TP 28-33	Clinton.....North Crossover South side of Yard Office End Two Tracks	King.....TP 262-10 TP 262-34 TP 263-5 TP 263-10 TP 263-29	Moccasin.....South End Siding
Crete.....On Pole South of Depot	Otter Creek Jct. TP 171-15	Mt. Vernon Jct. North End of Wye South End of Wye TP 266-21	Altamont.....B&O Connection South End Siding
NE.....TP 32-22 South end Siding	Dewey.....Penna Connection TP 175-34	Ft. Branch.....Emge Switch	S.X.....North End Siding
Goodenow.....Crossover	Haley.....TP 177-5	Haubstadt.....TP 269-24 TP 269-40	St. James.....South End Siding
Beecher.....Crossover Freight Room	Terre Haute...TP 178-23 College Ave. TP 179-18 TP 179-25 TP 179-33 TP 179-36	Stacer.....TP 273-34	Loogootee.....TP 233-06
Sollitt.....Crossover	Baker.....TP 180-16 TP 180-20	Ingle.....TP 277-24 TP 281-24	St. Peter.....TP 235-18
Grant Park...North End Siding In Depot	Spring Hill...North End Siding TP 184-14	Wansford.....TP 282-7	KJ Tower.....South End Siding
Momence.....North End Siding So. End West Yd.	Young.....North End of Wye South End of Wye	Straight Line Jct.....TP 282-40 TP 284-23	Salem Yd.....North End
Wichert.....On Pole South of Depot	Pimento.....TP 189-19	Belt Yard.....South End TP 285-13	SA Tower.....Interchange Track South End
St. Anne.....North End South- ward Siding	Standard.....TP 196-32	Union Trk Jct...TP 285-38 TP 286-1	Kell.....Depot
Papneau.....In Depot	Shelburn.....TP 198-11 TP 198-31 TP 200-5	Otter Creek Jct. Brazil Subdivision Switch	Texico.....South End Siding
Martinton.....On Depot	Sullivan.....North End Siding Coal Chute TP 203-34 IC Crossing TP 205-16 TP 207-28	Burnett.....Tower	Mt. Vernon...North End Siding
Pittwood.....Crossover	Paxton.....TP 209-8 TP 209-34	Dixie Line Mine. At Switch	VN Tower.....North End
Watseka.....No. End Old Siding	Carlisle.....North and South End House Track TP 214-29 TP 216-27	ST. LOUIS SUBDIVISION	Ina.....South End Siding
Coaler.....TP 79-24	Oaktown.....TP 219-40 TP 221-26	Woodland Jct.. Wye Switch TP 84-11	Benton.....North End Siding
Milford.....So Side of Depot	Emison.....TP 224-04 TP 224-34 TP 226-32	Dailey.....North End	West Frankfort. Coal Chute
Cissna Jct....Crossover	Maria Creek...TP 227-38	Glover.....South End Siding	Orient Mine...At Switch
Wellington...On Depot	Smith.....TP 231-3 TP 232-16 TP 233-27 TP 234-27	Tipton.....TP 129-4	Old Ben No. 8.. At Switch
Hoopeston...North Crossover South Crossover	Vincennes.....TP 234-27 South End Platform Penna. Crossing Vincennes Frt. TP 235-37	Villa Grove....TP 144-22 TP 144-30 TP 144-36 TP 145-37 TP 146-06 TP 146-12	Jenkins Spur... At Switch
Rossville.....Eng. Track West Side	Alice.....North End Ladder Siding Crossover TP 238-37	Okaw River...TP 181-40	Barlow Siding.. At Switch TP 314-02
Rossville Jct. North and South Leg Wye	Purcell.....TP 240-32 TP 241-01 TP 242-40	Hall.....North End Two Tracks Coal Chute in Booth	Marion.....North End Siding S. Tie Plant Switch
Alvin.....In Depot	Decker.....TP 246-16 TP 247-21	Findlay.....West End of Wye At each home signal	Goreville.....North End Siding
Bismarek.....On Depot	Hazelton.....TP 248-24 Station Platform South End Old Siding TP 249-19	Westervelt....On Depot South End Siding	Omar.....South End Siding TP 336-06
West Newell...Crossover		Henton.....TP 194-10	Cypress.....South End Siding
Danville.....North Crossover No. End Interlock- ing Crossover Coach Track South Crossover TP 123-17		Dollville.....TP 199-13	Joppa Jct.....No. Wye Pole Box South Wye
Oaklawn.....North Crossover Middle Crossover North Gate South Crossover		Pana.....TP 203-35	Tamma.....GM&O Crossing
Brewer.....TP 126-3 South End South- ward Yards South Crossover			Ulin.....South End Siding
EVANSVILLE SUBDIVISION			Olive Branch..North End Siding
Gessie.....Crossover			Thebes.....Depot
Perrysville...Crossover			Gale Jct.....M. P. Conn. Switch
Dickason.....North End of Siding			WESTVILLE SUBDIVISION
Dickason Pit..At Crossover			P&E Crossing...At Crossing
Walnut Grove..South end of Siding TP 149-12			Riley Track...South End
			Maring.....At Switch
			WR Tower.....North End Storage
			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
			Jamaica.....On Depot

DANVILLE SUBDIVISION—Southward

Train Order Stations	Distance from Chicago	Distance between Stations	TIME TABLE No. 46 April 27, 1952 STATIONS	FIRST CLASS									
				9	101	1	7	17	11	3	5		
				Daily	Sunday Only	Daily except Sunday	Daily	Daily	Daily	Daily	Daily		
				AM	AM	AM	PM	PM	PM	PM	PM		
				9.10	9.45	9.45	4.00	4.30	5.30	8.05	10.55		
				Between Chicago and Yard Center, use C&WI time table and rules.									
				9.43	10.18	10.18	4.33	5.03	6.03	8.38	11.28		
				c 9.53	s10.30	s10.30	c 4.41	c 5.11	s 6.12	s 8.48	11.35		
				9.59	10.38	10.38	4.46	5.16	6.21	8.56	11.44		
				10.07	10.48	10.48	4.56	5.26	6.31	9.06	11.54		
				10.11	s10.54	s11.02	5.01	5.31	s 6.37	9.11	11.59		
				10.19	s11.04	s11.18	5.09	5.39	6.47	9.19	12.08		
				10.27	11.16	11.30	5.18	5.48	6.57	9.28	12.18		
				10.32	s11.24	s11.40	5.23	5.53	s 7.06	c 9.33	12.24		
										9.35 ⁵⁷	12.27 ⁶⁵		
				10.36	11.30	11.48	5.28	5.59	7.13	9.38	12.30		
					s11.39	s11.58							
				10.46		12.05							
				10.50	s11.55	s12.15	5.42	6.13		s 9.56	12.45		
						s12.25							
				10.56	12.06	12.28	5.48	6.19		10.05	12.53		
						f12.34							
				11.02	12.14	12.39	5.54	6.25		10.11	1.00		
				s11.25	s12.45	s 1.10	s 6.13	s 6.45		s10.38	s 1.28		
				11.29	12.50	1.14	6.17	6.49		10.42	1.32		
				11.30	12.51	1.15	6.18	6.50		10.43	1.33		
				AM	PM	PM	PM	PM	PM	PM	AM		

Average Miles Per Hour 52 41 36 55 54 51 48 48

CONDITIONAL STOPS

- No. 1—Woodland to receive and discharge passengers, mail, and express.
- No. 3—Watseka to discharge revenue passengers from Chicago.
- No. 7—Chicago Heights to receive revenue passengers for Tullahoma, Tenn. and points south when advance reservations have been secured.
- No. 9—Chicago Heights to receive revenue passengers for Nashville, Tenn. and points south when advance reservations have been secured.
- No. 17—Chicago Heights to receive revenue passengers for Danville and regular stops south thereof.

DANVILLE SUBDIVISION—Southward

Siding Car Capacity	Station Numbers	TIME TABLE No. 46 April 27, 1952 STATIONS	SECOND CLASS				THIRD CLASS														
			51	61	57	65	63														
			Daily	Daily	Daily	Daily	Daily														
			AM	AM	PM	PM															
	1	CHICAGO.....																			
		DOLTON JCT.....	Between Yard Center and Chicago use C&WI time table and rules.																		
	18	YARD CENTER.WOX	7.00	11.30	8.00	10.50		7.15													
	20	THORNTON JCT...X	7.05	11.33	8.05	10.55		7.20													
	27	CHICAGO HTS....	7.15	11.43	8.15	11.05		7.35													
		M. C. TOWER...X																			
		JAY TOWER...X																			
s133	29	STEGER.....PX																			
	30	CRETE.....																			
		N. E.....	7.35	12.05	8.35	11.15		7.55													
	38	BEECHER.....																			
	45	GRANT PARK.....																			
		M. G. TOWER...X	7.55	12.25	8.55	11.36		8.18													
N115s80	50	MOMENCE.....PX																			
	58	WICHERT.....																			
N86s80	60	ST. ANNE.....	8.09	12.37	9.07	11.53		8.35													
	64	PAPINEAU.....																			
	68	MARTINTON.....																			
N78	72	PITWOOD.....	8.25	12.51	9.20	12.07		8.49													
	77	WATSEKA.....WX	8.32	12.58	9.26	12.17		8.59													
N87s95	80	COALER.....X			9.35 ³	12.27 ⁵															
	82	WOODLAND.....																			
	83	WOODLAND JCT...X	8.40	1.10	9.44	12.35		9.10													
	88	MILFORD.....X	8.48																		
	93	CISSNA JCT.....																			
N118	94	WELLINGTON.....																			
	99	HOOPESTON...X	9.02		10.09																
	106	ROSSVILLE.....																			
N90s77	107	ROSSVILLE JCT...X	9.14		10.27																
	111	ALVIN.....																			
	114	BISMARCK.....	9.25		10.38																
	123	DANVILLE...WOX	9.35		10.50																
		WALZ.....X	9.40		10.55																
	126	BREWER.....WX	10.00		11.00																
			AM	PM	PM	AM					PM										
Average Miles Per Hour			36	39	36	43															

Two Tracks

Automatic Block System

DANVILLE SUBDIVISION—Northward

Train Order Stations	Distance from Chicago	Distance between Stations	TIME TABLE No. 46 April 27, 1952 STATIONS	FIRST CLASS									
				6	8	18	12	4	10	2			
				Daily	Daily	Daily	Daily	Daily	Daily	Daily			
			CHICAGO.....	AM 5.30	AM 8.55	AM 9.15	AM 10.40	PM 2.00	PM 5.35	PM 9.15			
	16.9	16.9	DOLTON JCT.....	Between Yard Center and Chicago use C&WI time table and rules.									
		1.1	YARD CENTER. WOX	s 4.58	8.23	8.43	10.08	1.28	5.03	8.43			
	18.0	2.1	THORNTON JCT. X	4.53	8.19	8.39	10.05	1.24	4.59	8.40			
	20.1	6.5	CHICAGO HTS.	s 4.45	c 8.13	s 8.33	s 9.56	s 1.12	c 4.53	s 8.32			
	26.6	0.2	M. C. TOWER..... X										
	26.8	0.2	JAY TOWER..... X										
	27.0	1.8	STEGER..... PX										
	28.8	1.6	CRETE.....										
	30.4	2.1	N. E.....	4.28	8.03	8.23	9.49	12.57	4.42	8.15			
	32.5	5.1	BEECHER.....										
	37.6	7.1	GRANT PARK.....	4.16	7.52	8.12	9.39	12.42	4.31	8.00			
	44.7	5.0	M. G. TOWER..... X										
	49.7	0.2	MOMENCE..... PX	f 4.10	7.46	8.06	s 9.33	12.36	4.26	s 7.53 ⁶²			
	49.9	8.0	WICHERT.....										
	57.9	2.2	ST. ANNE.....	3.56	7.37	7.57	f 9.20	s 12.26	4.17	7.44			
	60.1	4.1	PAPINEAU.....					12.20					
	64.2	3.5	MARTINTON.....										
	67.7	3.8	PITTWOOD.....										
	71.5	6.0	WATSEKA..... WX	3.41	7.21	7.41	s 8.59	c 12.08	4.01	s 7.28			
	77.5	2.1	COALER..... X							7.21 ⁵⁸			
	79.6	2.2	WOODLAND.....										
	81.8	0.8	WOODLAND JCT.	3.35	7.15	7.35	8.50	12.01	3.55	7.18			
	82.6	5.5	MILFORD..... X	3.30				s 11.54	3.50	7.13			
	88.1	4.6	CISSNA JCT.....										
	92.7	1.5	WELLINGTON.....					11.47		7.07			
	94.2	5.0	HOOPESTON..... X	3.18	6.59	c 7.19		s 11.39	3.39	s 7.01			
	99.2	6.0	ROSSVILLE.....					f 11.32					
	105.2	1.9	ROSSVILLE JCT.	3.07	6.52	7.12		11.30	3.32	6.50			
	107.1	4.1	ALVIN.....					11.25					
	111.2	3.1	BISMARCK.....										
	114.3	8.9	DANVILLE..... WOX	s 2.50	s 6.35	s 6.55		s 11.10	s 3.15	s 6.35			
	123.2	2.6	WALZ..... X	2.22	6.26	6.46		10.52	3.05	6.20			
	125.8	0.7	BREWER..... WX	2.21	6.25	6.45		10.51	3.04	6.19			
	126.5			AM	AM	AM	AM	AM	PM	PM			
Average Miles Per Hour.....				42	51	51	47	41	52	44			

CONDITIONAL STOPS

- No. 4—Watsoka to discharge revenue passengers from Danville and south, and to receive revenue passengers for Chicago.
- No. 8—Chicago Heights to discharge revenue passengers from Nashville, Tenn., and points south.
- No. 10—Chicago Heights to discharge revenue passengers from Nashville, Tenn., and points south.
- No. 18—Hoopeston to receive revenue passengers for Chicago.

DANVILLE SUBDIVISION—Northward

Siding Car Capacity	Station Numbers	TIME TABLE No. 46 April 27, 1952 STATIONS	SECOND CLASS															
			64	56	58	62												
			Daily	Daily	Daily	Daily												
	1	CHICAGO.....	AM	AM	PM	AM												
		DOLTON JCT.....																
Between Yard Center and Chicago use C&WI time table and rules.																		
	18	YARD CENTER WOX	5.00	6.45	10.30	1.00												
	20	THORNTON JCT..X	3.25	4.35	9.36	8.58												
	27	CHICAGO HTS.....	3.20	4.25	9.26	8.50												
		M. C. TOWER...X																
		JAY TOWER.....X																
	s133	29 STEGER.....PX																
	30	CRETE.....																
	n100	N. E.....	3.00	4.05	8.56	8.25												
	38	BEECHER.....																
	n112	45 GRANT PARK.....																
		M. G. TOWER...X																
	n115s80	50 MOMENCE...PX	2.30	3.40	8.36	8.00												
	58	WICHERT.....				7.53 ²												
	n86s80	60 ST. ANNE.....	2.15	3.20	8.15	7.27												
	64	PAPINEAU.....																
	68	MARTINTON.....																
	n78	72 PITTSWOOD.....																
	77	WATSEKA...WX	1.55	3.00	7.45	7.05												
	n87s95	80 COALER...X			7.21 ²													
	82	WOODLAND.....																
	83	WOODLAND JCT..	1.35	2.45	7.12	6.40												
	88	MILFORD...X		2.35	7.05													
	93	CISSNA JCT.....																
	n118	94 WELLINGTON.....																
	99	HOOPESTON...X		1.50	6.50													
	106	ROSSVILLE.....																
	n90s77	107 ROSSVILLE JCT..		1.35	6.35													
	111	ALVIN.....																
	114	BISMARCK.....																
	123	DANVILLE...WOX																
		WALZ...X		1.05	6.05													
	126	BREWER...WX		1.00	6.00													
			AM	AM	PM	PM												
Average Miles Per Hour.....			19	19	24	23												

Two Tracks

Automatic Block System

EVANSVILLE SUBDIVISION—Southward

Train Order Stations	Distance from Chicago	Distance between Stations	TIME TABLE No. 46 April 27, 1952 STATIONS	FIRST CLASS								
				5	9	101	1	7	17	3		
				Daily	Daily	Sunday Only	Daily except Sunday	Daily	Daily	Daily		
				AM	AM	PM	PM	PM	PM	PM		
Two Tracks	126.5	4.5	BREWER.....WX	1.33	11.30	12.51	1.15	6.18	6.50	10.43		
	131.0	3.3	GESSIE.....				f 1.20					
	134.2	3.3	PERRYSVILLE.....				c 1.26					
	137.6	3.5	DICKASON.....									
	DN 141.1	2.6	CAYUGA.....	1.47	11.43	s 1.05	s 1.40	6.31	7.04	10.57		
	143.7	3.2	WALNUT GROVE.....									
	146.9	6.4	NEWPORT.....	1.52	11.50	1.11	s 1.49	6.36	7.09	11.02		
	153.3	1.3	MONTEZUMA.....				c 1.58					
	DN 154.6	8.3	HILLSDALE.....	2.00	11.59	1.19	c 2.01	6.45	7.18	11.11		
	D 162.9	4.4	CLINTON.....	2.08	12.07	sl.28	s 2.13	6.52	7.25	f11.20		
	167.3	4.6	ATHERTON.....P				2.22 ¹⁰					
	171.9	1.9	OTTER CREEK JCT.....									
	173.8	2.7	DEWEY.....P									
	DN 176.5	1.0	HALEY.....	2.24	12.24	1.42	2.30	7.07	7.40	11.35		
	177.5	2.7	TERRE HAUTE.....W	s 2.50	sl2.30	s 1.58	s 3.05	s 7.13	s 7.46	sl1.52		
	179.9	1.4	BAKER.....			2.03 ¹⁰	3.10 ⁵⁸	7.17 ⁵⁵	7.50 ⁵⁵			
	DN 181.7	7.4	SPRING HILL.....	2.57	12.35	2.07	3.11	7.18	7.51 ⁵⁶	11.58		
	189.0	3.9	PIMENTO.....				c 3.19					
	192.9	5.5	FARMERSBURG.....P			2.19 ⁵⁸	s 3.29	7.28 ⁵⁶				
	198.4	5.3	SHELburn.....				s 3.38					
	DN 203.7	5.6	SULLIVAN.....W	3.15	12.53	s 2.38	s 3.58	7.37	8.10	f12.16		
	209.3	4.0	PAXTON.....				c 4.05					
	213.2	6.7	CARLISLE.....P				s 4.15			12.23 ⁶		
	220.0	4.7	OAKTOWN.....P	3.27 ⁵²	1.04	2.54	s 4.27 ²	7.52	8.26	12.30		
	224.7	4.9	EMISON.....				f 4.32					
	229.5	5.1	SMITH.....P		1.15 ¹⁰ 58							
	234.7	1.7	VINCENNES.....P	s 3.58	s 1.34	s 3.25	s 5.15	c 8.08	s 8.43	s12.50		
	236.4	10.0	ALICE.....PW									
	246.3	2.4	DECKER.....P	4.11 ⁸			s 5.26					
	248.7	3.9	HAZELTON.....	4.15	1.51	3.39	s 5.31	8.21	8.57	1.04		
	252.3	2.8	MILLER.....P	4.25 ¹⁸		3.43 ²	5.35 ⁵⁶					
	255.3	2.5	PATOKA.....				c 5.37					
	257.9	1.1	GIBSON.....P		1.59 ⁵¹					1.15 ⁵²		
	DN 259.0	3.8	PRINCETON.....	4.35	2.01	s 4.00	s 5.55	8.34	c 9.15	1.16		
262.8	2.5	KING.....P										
265.3	1.3	MT. VERNON JCT.....										
266.6	3.1	FORT BRANCH.....P				s 6.06						
269.7	6.7	HAUBSTADT.....	4.46	2.11	4.11	f 6.10	8.48	9.30	1.30			
276.3	7.3	INGLE.....P	4.55	2.17	4.18	c 6.18	8.54	9.37	1.36			
DN 283.6	0.8	WANSFORD.....WO				s 6.28						
284.6	1.3	BELT YARD.....WOX	5.03	2.27	4.25	6.32	9.03	9.44	1.44			
285.8	1.4	UNION TRACK JCT.....X	5.06	2.30	4.27	6.35	9.07	9.47	1.47			
DN 287.2		EVANSVILLE.....X	5.20	2.40	4.40	6.55	9.20	10.00	2.00			
				AM	PM	PM	PM	PM	PM	AM		

Average Miles Per Hour..... 41 46 42 29 53 51 51

Belt Yard—Northward home signal to Evansville, southward trains are superior to northward trains of same class. Time of first class trains applies at northward home signal.

CONDITIONAL STOPS

No. 1—Perrysville, Montezuma, Hillsdale, Pimento, Paxton, Patoka and Ingle to receive and discharge passengers, mail and express.

No. 3—Reduce speed to twenty (20) MPH at Wansford to discharge Co. mail.

No. 5—Reduce speed to twenty (20) M.P.H. at Wansford to discharge Co. mail.

No. 7—Vincennes to receive revenue passengers for Tullahoma, Tenn., and points south when advance reservations have been secured.

No. 17—Princeton to discharge revenue passengers from Chicago.

EVANSVILLE SUBDIVISION—Southward

	Distance from Chicago	Distance between Stations	TIME TABLE No. 46 April 27, 1952 STATIONS	SECOND CLASS				THIRD CLASS					
				51	57			55					
				Daily	Daily			Daily					
Two Tracks	126.5		BREWER WX	AM	PM					PM			
	131.0	4.5	GESSIE.....	10.30	11.15					5.00			
	134.2	3.3	PERRYSVILLE.....										
	137.6	3.3	DICKASON.....										
	141.1	3.5	CAYUGA.....	10.48	11.33								
	143.7	2.6	WALNUT GROVE.....										
	146.9	3.2	NEWPORT.....										
	153.3	6.4	MONTEZUMA.....										
	154.6	1.3	HILLSDALE.....	11.06	11.51								
	162.9	8.3	CLINTON.....	11.19	12.03					6.20			
	167.3	4.4	ATHERTON..... P										
	171.9	4.6	OTTER CREEK JCT.....										
	173.8	1.9	DEWEY..... P										
	176.5	2.7	HALEY.....	11.40	12.21					6.45			
	177.5	1.0	TERRE HAUTE..... W										
	179.9	2.7	BAKER.....							8.01 ⁷			
	181.7	1.4	SPRING HILL.....	11.55	12.29					8.05 ¹⁷			
	189.0	7.4	PIMENTO.....										
	192.9	3.9	FARMERSBURG..... P		12.43 ⁶								
	198.4	5.5	SHELBURN.....										
	203.7	5.8	SULLIVAN..... W	12.30	1.05					8.35			
	209.3	5.6	PAXTON.....										
	213.2	4.0	CARLISLE..... P										
	220.0	6.7	OAKTOWN..... P	12.47	1.23								
	224.7	4.7	EMISON.....										
	229.5	4.9	SMITH..... P	12.57 ⁵⁸									
	234.7	5.1	VINCENNES..... P	1.10 ¹⁰	1.45					9.10			
236.4	1.7	ALICE..... PW											
246.3	10.0	DECKER..... P		2.00 ⁵²									
248.7	2.4	HAZLETON.....	1.28	2.07									
252.3	8.9	MILLER..... P											
255.3	2.8	PATOKA.....											
257.9	2.5	GIBSON..... P	1.59 ⁹										
259.0	1.1	PRINCETON.....	2.05	2.27					10.00				
262.8	3.8	KING..... P											
265.3	2.5	MT. VERNON JCT.....											
266.6	1.3	FORT BRANCH..... P											
269.7	3.1	HAUBSTADT.....											
276.3	6.7	INGLE..... P	2.31	2.45									
276.3	7.3	WANSFORD..... WO	2.40	2.55					10.37				
283.6	7.3	BELT YARD..... WOX	5.00	5.00					12.20				
284.6	0.8	UNION TRACK JCT..... X											
285.8	1.3	EVANSVILLE..... X											
287.2	1.4												
			PM	AM					AM				
Average Miles Per Hour.....				27	27								

EVANSVILLE SUBDIVISION—Northward

Siding Car Capacity	Station Numbers	TIME TABLE No. 46 April 27, 1952 STATIONS	FIRST CLASS						SECOND CLASS		THIRD CLASS
			8	18	4	10	2	6	58	56	52
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
			AM	AM	AM	PM	PM	AM	PM	AM	AM
	126	BREWER..... WX	6.25	6.45	10.51	3.04	6.19	2.21	4.45	12.05	9.00
	131	GESSIE.....	6.19	6.39	10.46	2.59	6.14	2.17	4.38	11.05	7.10
	134	PERRYSVILLE.....									
94	187	DICKASON.....									
	141	CAYUGA.....	6.07	6.27	10.36	2.49	6.04	2.07	4.23	10.30	6.50
78	144	WALNUT GROVE.....									
	147	NEWPORT.....	6.01	6.21	10.29	2.44	5.59	2.00	4.13	10.12	6.40
	153	MONTEZUMA.....									
	155	HILLSDALE.....	5.52	6.12	10.19	2.35	5.50	1.51	4.03	10.02	6.27
s73N56	163	CLINTON.....	5.43	6.03	10.09	2.27	s 5.41	1.42	3.45	9.52	6.15
105	167	ATHERTON..... P				2.22 ¹					
	172	OTTER CREEK JCT.....									
113	174	DEWEY..... P		5.50 ⁵²							5.50 ¹⁸
65	176	HALEY.....	5.28	5.48	9.53	2.12	5.27	1.27	3.20	9.05	5.33
	178	TERRE HAUTE..... W	s 5.26	s 5.46	s 9.51	s 2.10	s 5.25	s 1.25			
109	180	BAKER.....	5.19 ⁵²			2.03 ¹⁰¹			3.10 ¹	8.01 ⁵⁵	5.19 ⁸
85	182	SPRING HILL.....	5.18	5.38	9.36	2.00	5.02	12.54	2.45	7.51 ¹⁷	5.01
	189	PIMENTO.....									
105	193	FARMERSBURG..... P						12.43 ⁵⁷	2.19 ¹⁰¹	7.28 ⁷	
	199	SHELburn.....									
133	204	SULLIVAN..... W	c 4.59	5.19	s 9.16	1.40	s 4.46	12.33	1.55	7.11	
	209	PAXTON.....									
105	214	CARLISLE..... P						12.23 ³			
105	220	OAKTOWN..... P	4.43	5.03	8.59	1.25	4.27 ¹	12.15	1.30	6.52	3.27 ⁵
	225	EMISON.....									
105	229	SMITH..... P				1.15 ⁵⁸			1.15 ¹⁰		
72	235	VINCENNES..... P	c 4.27	s 4.47	s 8.43	s 1.10 ⁵¹	s 4.10	s 11.56	12.45 ⁵¹	6.30	
161	236	ALICE..... PW									
105	246	DECKER..... P	4.11 ⁵								2.00 ⁵⁷
	248	HAZLETON.....	4.08	4.28	8.21	12.50	3.50	11.27	12.25	5.40	1.46
105	252	MILLER..... P		4.25 ⁵			3.43 ¹⁰¹			5.35 ¹	
	255	PATOKA.....									
120	258	GIBSON..... P									1.15 ³
	259	PRINCETON.....	3.57	4.17	s 8.10	12.38	s 3.35	s 11.15	12.05	5.20	
60	263	KING..... P									
	266	MT. VERNON JCT.....									
64	267	FORT BRANCH.....			f 7.58		3.25				
	270	HAUBSTADT.....	3.47	4.07	7.55	12.28	3.23	11.03	11.45	4.52	
105	276	INGLE..... P	3.41	4.01	7.47	12.22	3.17	10.57	11.37	4.42	12.16
82	284	WANSFORD..... WO							11.30	4.30	12.01
	285	BELT YARD..... WOX									
	286	UNION TRACK JCT..... X	3.32	3.52	7.37	12.12	3.07	10.47			
	287	EVANSVILLE..... X	3.25	3.45	7.30	12.05	3.00	10.40			
			AM	AM	AM	PM	PM	PM	AM	PM	AM
Average Miles Per Hour.....			54	54	48	54	48	41	30	21	

Belt Yard—Northward home signal to Evansville, southward trains are superior to northward trains of same class.

CONDITIONAL STOPS

No. 8—Vincennes to discharge revenue passengers from Nashville, Tenn., and points south.
Sullivan to receive revenue passengers for Chicago.

DISPATCHING U. S. MAIL

No. 2—Ft. Branch—daily—reduce speed to forty (40) MPH.
No. 4—Ft. Branch—daily—reduce speed to forty (40) M.P.H.
No. 18—Princeton—daily—reduce speed to forty (40) MPH.

ST. LOUIS SUBDIVISION—Southward

Train Order and Block Stations	Distance from Chicago	Distance between Stations	TIME TABLE No. 46 April 27, 1952 STATIONS	FIRST CLASS				SECOND CLASS				THIRD CLASS			
				13		11		65		61		63		163	
				Daily		Daily		Daily		Daily		Daily		Daily	
				AM	PM	AM	PM	AM	PM	AM	PM	AM	PM		
Two Tracks	DNB 82.6	4.9	WOODLAND JCT.		7.13		12.35	1.10		9.10					
	DB 87.5	4.8	BRYCE P		7.18		12.40	1.18		9.18					
	DB 92.3	3.8	GOODWINE P		7.23		12.46	1.37		9.26					
	DB 96.1	7.3	FOUNTAIN CREEK P				12.51	1.42		9.32					
	DB 103.4	4.6	REILLY P		7.34		1.01	1.52		9.49					
	NB 108.0	6.2	ELLIS P		7.38		1.07 ⁶⁴	2.00		9.55					
	..... 114.2	5.8	GERALD P		7.44		1.15	2.08		10.06				
	DB 120.0	5.9	ROYAL P		7.48		1.22	2.15		10.15					
	DNB 125.9	10.6	GLOVER		c 7.53		1.29	2.22		10.25					
	DB 136.5	3.5	BLOCK P	Manual Block System*		8.05		1.42	2.35		10.46				
	DB 140.0	4.8	BONGARD P					1.47	2.41		10.51				
	..... 144.8	0.8	VILLA GROVE JCT. X			12.26								
	DNB 145.1	1.2	VILLA GROVE WOX			s 12.30 ¹⁴	s 8.15		1.55	2.50		11.15	2.10		
	..... 146.3	4.5	V. E. X			12.42	s 8.22		2.30	3.20				
	DB 148.9	6.0	WEST RIDGE												
	DNB 153.4	5.8	TUSCOLA P			s 12.54	s 8.33		2.50	3.35			2.28		
	DB 159.4	3.7	BOURBON P			c 1.02	s 8.40		3.01	3.45			2.37		
	DNB 164.7	7.7	ARTHUR P			s 1.08	s 8.48		3.11	4.07 ⁶²			2.45		
	DB 168.4	8.1	CADWELL P			c 1.14	s 8.53		3.20	4.15			2.50		
	DNB 176.1	1.0	SULLIVAN P			s 1.30	s 9.03		3.40	4.24			3.02		
..... 184.2	6.6	HALL PX			1.40	9.12		4.05	4.34			3.30			
DNB 185.2	13.3	FINDLAY WX			s 1.44	9.13		4.08	4.36			3.54			
..... 191.8		WESTERVELT						4.24	4.47						
..... 205.1		PANA PX						4.40	5.08						
NYC timetable and rules govern between Pana and Lenox. NYC and GM&O joint special instructions govern between Lenox and Granite City. TRRA rules and timetable govern between Granite City and St. Louis.															
D	275.1	70.0	MITCHELL YD. wo					8.00	8.35						
					AM	PM		AM	PM		PM	AM			
Average Miles Per Hour					32	49		25	26						

Northward trains are superior to southward trains of the same class.

CONDITIONAL STOPS

No. 11—Glover to receive or discharge revenue passengers to or from regular stops.

No. 13—Bourbon and Cadwell daily except Sunday to handle mail and express.

*Manual Block System—Woodland Jct. to Pana except automatic block system between Villa Grove Jct., and V.E. and between Sullivan and Findlay.

ST. LOUIS SUBDIVISION—Northward

Siding Car Capacity	Station Numbers	TIME TABLE No. 46 April 27, 1952	FIRST CLASS				SECOND CLASS			THIRD CLASS			
			14	12			62	64		164			
			Daily	Daily			Daily	Daily		Daily			
STATIONS			AM	AM			PM	AM			PM		
	83	WOODLAND JCT.											
	83	1088 BRYCE P		8.50			6.40	1.35					
	90	1092 GOODWINE P					6.32	1.25					
	88	1096 FOUNTAIN CREEK P					6.25	1.21					
	77	1103 REILLY P					6.19	1.18					
	89	1108 ELLIS P					6.07	1.12					
	90	1114 GERALD P					6.00	1.07 ⁶⁵					
	77	1120 ROYAL P					5.51	12.50					
	100	1126 GLOVER					5.43	12.39					
	80	1136 BLOCK P					5.35	12.30					
	80	1140 BONGARD P					5.20	12.12					
		1144 VILLA GROVE JCT. X					5.15	12.08					
		1145 VILLA GROVE. WOX	12.43										
		V. E. X	s 12.40				5.05	12.01			3.30		
		1149 WEST RIDGE	s 12.30 ¹³				4.45	11.00					
		115 TUSCOLA P	12.28				4.40	10.45			3.25 ⁶¹		
		115 BOURBON P											
		115 ARTHUR P											
		115 CADWELL P											
		115 SULLIVAN P											
		85 HALL PX											
		1185 FINDLAY WX											
		84 WESTERVELT											
		60 PANA PX											
		1276 MITCHELL YD. WO											
			PM	AM			1.15	7.00			PM		
Average Miles Per Hour			32	49			36	29					

NYC timetable and rules govern between Pana and Lenox. NYC and GM&O joint special instructions govern between Lenox and Granite City. TRRA rules and timetable govern between Granite City and St. Louis.

Northward trains are superior to southward trains of the same class.

CONDITIONAL STOPS

No. 12—Glover to receive or discharge revenue passengers to or from regular stops.

*Manual Block System—Woodland Jct. to Pana except automatic block system between Villa Grove Jct. and V.E. and between Sullivan and Findlay

Southward—SALEM SUBDIVISION—Northward

SECOND CLASS		FIRST CLASS		Train Order Stations	Distance from Chicago	Distance between Stations	TIME TABLE No. 46 April 27, 1952		Station Numbers	Siding Car Capacity	FIRST CLASS		THIRD CLASS	
183	163	11	13				12	14			164	184		
OB&Q Daily	Daily	Daily	Daily				Daily	Daily			Daily	CB&Q Daily		
PM	AM	PM	AM				STATIONS			AM	PM	PM	AM	
3.54	4.10	9.13	s 1.44	DN	185.2	7.6	FINDLAY.....x	1185	6.44	s	11.26	1.51		
		9.22	s 1.53	...	192.8	1.1	FAIR GROUNDS...x	2193	75	s	6.35	1.35		
		s 9.24	s 2.01	...	193.9	6.2	SHELBYVILLE...x	2194	...	s	6.34			
	4.30	9.33	2.07	...	200.1	4.4	CLARKSBURG....	2200	75	6.25	10.55			
	4.37	9.39	s 2.12	DN	204.5	8.4	MODE.....	2205	68	6.19	s	10.50	1.13	
	4.48	9.47	2.24	...	212.9	6.0	MOCASIN.....	2213	83	6.11	10.38	1.02		
	5.05	f 9.54	s 2.35	D	218.9	5.5	ALTAMONT.....	2219	75	f 6.02	s	10.24	12.42	
	5.17	10.00	2.41	DN	224.4	0.2	S. X. TOWER....x	2223	60	s	5.56	10.18	12.33	
		s	2.46	...	224.6	5.1	ST. ELMO.....x	2224	...	s	5.54	10.17		
	5.30	10.11	c 2.52	...	229.7	3.5	ST. JAMES.....	2230	75	5.46	c	10.11	12.15	
			c 2.57	...	233.2	2.5	LOOGOOTEE.....	2233	...		c	10.02		
	5.40	10.17	s 3.02	D	235.7	6.7	ST. PETER.....	2236	65	s	5.40	s	9.57	11.45
		s	3.12	...	242.4	0.3	KINMUNDY.....	2242	...	s	5.34	s	9.47	
	5.50	10.27	3.14	DN	242.7	9.4	K. J. TOWER....	72	5.32	9.45		11.30		
	6.00	10.37	3.24	DN	252.1	1.7	SALEM YARD...wox	2252	...	5.22	9.35	11.10		
	7.35			...	253.8	0.3	SALEM.....x	2254	...	s	5.20	9.30	9.20	
	7.40	s	3.50	DN	254.1	5.9	S. A. TOWER...x	...	5.16			9.10		
		10.45		...	260.0	3.3	CARTTER.....	2260	...	5.11				
	7.55	10.55		D	263.3	3.9	KELL.....	2263	95	5.07		8.58		
	8.01	11.00		...	267.2	8.5	TEXICO.....	2267	76	5.01		8.45		
	8.30	s		...	275.7	0.5	MT. VERNON...x	2276	71	s	4.51	8.30		
	8.36	s		DN	276.2	7.5	V. N. TOWER...	...	4.46			163		
		11.14		...	283.7	3.5	BONNIE.....	2284	...					
	8.50	11.26		D	287.2	4.5	INA.....	2287	96	4.35		7.55		
				...	291.7	6.3	WHITTINGTON...	2292	...					
	9.05	s		...	298.0	7.0	BENTON.....	2298	107	s	4.22	7.40		
	9.35	s		DN	305.0	5.7	WEST FRANKFORT wx	2305	...	s	4.10	7.25		
	9.50	s		DN	310.7	0.6	JOHNSTON CITY..	2311	...	s	3.58	6.55		
		12.08		...	311.3	5.3	BARLOW.....	2312	75	3.53		6.53		
	10.45	s		DN	316.6	7.4	MARION.....x	2317	75	s	3.49	6.30		
		12.28		D	324.0	5.3	NEILSON.....	2324	...	3.41		6.10	9.55	
3.35	10.57	12.35		D	329.3	4.7	GOREVILLE....w	2329	75	3.35		6.10	9.40	
3.55	11.20	12.42		...	334.0	2.4	OMAR.....	2333	74	3.29		5.15	9.35	
4.05	11.35			...	336.4	3.3	BUNCOMBE.....	2336	...					
		s		...	339.7	0.1	WEST VIENNA....	2340	...	s	3.21			
	4.15	12.50		D	339.8	5.5	W. V. TOWER....	...	3.17			5.03	9.10	
	11.45	12.51		D	345.3	2.3	CYPRESS.....wx	2345	75	3.10		4.55 AM		
	12.30	12.56		...	347.6	3.5	JOPPA JCT.....x	2348	...	3.06		11.00 PM		
	12.40	1.01		...	351.1	5.4	PERKS.....	2351	...			10.15		
				...	356.5	6.3	ULLIN.....	2357	75			9.45		
	12.55			DN	362.8	6.5	TAMMS.....	2363	47			9.35		
	1.10			D	369.3	8.7	OLIVE BRANCH...	2369	33			9.10		
	1.30			...	378.0	1.7	THEBES.....x	2378	...			9.00		
	1.45			...	379.7	0.4	GALE JCT.....x	...						
				...	380.1	14.3	BRIDGE JCT....	...						
	3.00			DN	394.4		CHAFFEE.....wo	2394	...			8.00		
PM	PM	AM	AM							AM	PM	PM	AM	

Northward trains are superior to southward trains of the same class. Use tracks of and be governed by time-table, rules and instructions issued by: S.I.&M.B. Co. between Bridge Jct. and Illmo; St.L.S.W.Ry. between Illmo and Rockview; and St.L.S.F.Ry. between Rockview and Chaffee.

CONDITIONAL STOPS.

No. 13—St. James and Loogootee daily except Sunday to handle mail and express.
No. 14—Loogootee and St. James daily except Sunday to handle mail and express.

WESTVILLE SUBDIVISION

SOUTHWARD		Train Order and Block Stations	Distance from Chicago	Distance between Stations	TIME TABLE No. 46 April 27, 1952		Station Numbers	Siding Car Capacity	Station Tracks Car Capacity	NORTHWARD		
First Class	13				14	First Class						
Daily		STATIONS									Daily	
PM											AM	
11.15		DNB	123.0	5.8	DANVILLE.....wx	123					2.00	
.....			123.8	3.6	GRAPE CREEK...P	3129	38					
11.37			132.4	0.4	WESTVILLE.....x	3132	18	s	1.31			
11.38		DNB	132.8	0.3	W. R. TOWER...x		54		1.30			
.....		D	142.1	3.5	INDIANOLA.....	3142	48	10				
11.57			145.6	0.9	SIDELL JCT.....x	3145			1.12			
.....		D	146.5	6.1	SIDELL.....x	3146		27				
12.08		D	152.6	3.1	ALLERTON.....	3153		36	1.01			
.....		D	155.7	4.0	BROADLANDS.....	3156		40				
.....		D	159.7	2.2	LONGVIEW.....	3160		32				
.....		D	161.9	3.0	FAIRLAND.....	3162		35				
12.26			164.9		VILLA GROVE JCT. x	1144			12.43			
AM											AM	

Manual Block System between Danville and W. R. Tower.
Northward trains are superior to southward trains of the same class.

MT. VERNON SUBDIVISION

SOUTHWARD		Train Order Stations	Distance from Chicago	Distance between Stations	TIME TABLE No. 46 April 27, 1952		Station Numbers	Station Tracks Car Capacity	NORTHWARD			
Second Class	303				Thrd Class	302						
Daily Ex. Sunday		STATIONS									Daily Ex. Sunday	
AM											AM	
7.30			265.4	6.1	MT.VERNON JCT. x	266			11.15			
f 7.50		D	271.5	5.9	OWENSVILLE.....	8272	47	f	11.05			
f 8.05		D	277.4	4.4	CYNTHIANA.....	8278	23	f	10.55			
f 8.20		D	281.8	4.7	POSEYVILLE.....	8282	55	f	10.40			
8.35			286.5	15.6	WADESVILLE.....	8288	18		10.20			
9.00		D	302.1		MT. VERNON...x	8305			10.00			
AM											AM	

Northward trains are superior to southward trains of the same class.

JOPPA SUBDIVISION

SOUTHWARD		Train Order Stations	Distance from Chicago	Distance between Stations	TIME TABLE No. 46 April 27, 1952		Station Numbers	Station Tracks Car Capacity	NORTHWARD			
First Class	11				12	First Class						
Daily		STATIONS									Daily	
AM											AM	
1.01			347.6	0.9	JOPPA JCT.....x	2348			3.06			
.....			348.5	3.0	CHASCO.....x	9348						
1.21		D	351.5	4.0	KARNAK.....	9352	5		2.45			
.....			355.5	7.8	BOAZ.....	9356	6					
1.40		D	363.3		JOPPA.....x	9363			2.30			
AM											AM	

Northward trains are superior to southward trains of the same class.

BROTHERS SUBDIVISION

SOUTHWARD		Train Order Stations	Distance from Chicago	Distance between Stations	TIME TABLE No. 46 April 27, 1952		Station Numbers	Siding Car Capacity	Station Tracks Car Capacity	NORTHWARD		
First Class	13				14	First Class						
Daily		STATIONS									Daily	
			107.1	4.7	ROSSVILLE JCT...x	107						
	D		111.8	8.0	HENNING.....	4112		40				
	D		119.8	5.6	COLLISON.....	4120		26				
	D		125.4		BROTHERS.....	4125		32				

Northward trains are superior to southward trains of the same class.

CISSNA PARK SUBDIVISION

			92.7	2.6	CISSNA JCT.....x	93					
			95.3	2.9	ALONZO.....x	5095		12			
	D		98.2	1.9	GOODWINE.....x	1092		25			
			100.1	3.7	CLAYTONVILLE...x	5094		23			
			103.8		CISSNA PARK...x	5098		40			

JUDYVILLE SUBDIVISION

			107.1	3.0	ROSSVILLE JCT...x	107					
			110.1	4.1	JOHANNOTT.....x						
	D		114.2	1.8	PENCE.....x	6114		24			
			116.0	4.4	STEWART.....x	6116					
			120.4		JUDYVILLE.....x	6121		15			

BRAZIL SUBDIVISION

			171.9	3.1	OTTER CREEK JCT.x	172					
			175.0	1.5	BURNETT.....x	7175					
			176.5	2.8	BURNETT SIDING..x	7176		10			
			179.3	4.3	DIXIE LINE MINE..x	7179					
			183.6	1.0	BRAZIL CLAY CO..x						
			184.6		BRAZIL.....x	7185					

SPECIAL INSTRUCTIONS

- 1a—Danville instead of Brewer is subdivision initial station for through first class schedules on Danville and Evansville Subdivisions.
- b—When Registering at Initial Stations—Road and yard conductors and engineers will record the number of last bulletin on train register under column headed "Remarks" which is to left of watch comparison.
- 2—Auxiliary lines when recalling flagman: Woodland Jct-St. Louis Subdivision, Villa Grove Jct and Danville-Westville Subdivision, Findlay—Salem Subdivision.
- 3—Footnote of Rule 605 Book of Rules, is not in effect insofar as Rule 99 is concerned.
- 4—Conductor notify postal clerk on train when cars are picked up containing storage or other U.S. mail.
- 5—Passengers must be handled on station platform. If passenger cars do not reach platform, second stop must be made.
- 6—Back up movements of multiple unit Diesel road engines will be as follows:
- (1)—With A and B units, a member of the crew must be in B unit to handle brake and signal valves, maintaining a careful look-out in direction of movement.
- (2)—With two A units, crew must use leading cab.
- a—On multiple unit Diesel engines in through passenger service on the main line, the fireman must be in the cab at all times when the train is in motion.
- On multiple unit Diesel engines in through freight service, both the fireman and head brakeman must not be absent from the leading cab at the same time when the train is moving on main track between stations. If it is necessary for the fireman to leave the cab he should not do so until the head brakeman has come forward to the leading cab so as to comply with Rule 34.
- b—Diesel engines must not move through water unless authorized by chief dispatcher or officer at point of high water.
- 7—Second paragraph of Rule 727 does not apply to all steel cars.
- 8—Stock Drencher at Sullivan, Ind.
- Track Scales at 37th street, Yard Center, Danville, Oaklawn, Brewer, Monsezuma, Terre Haute, Alice, Wansford, Belt Yard, Villa Grove, Mitchell Yard, Salem Yard, West Frankfort, Mt. Vernon, Ill., and Joppa.

9—AUTHORIZED SPEED:

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

	Psg. MPH	Fr. MPH
Yard Center to Clinton.....	80	55
Clinton to Evansville.....	79	55
Woodland Jct. to Villa Grove.....	70	55
Villa Grove to Pana.....	60	50
Findlay to Goreville.....	59	45
Goreville to West Vienna.....	45	40
West Vienna to Cypress.....	50	40
Cypress to Thebes.....	45	40
Engines in forward movement with or without caboose or one coach.....	45	45
Freight trains of over 5000 tons.....	..	50

SPEED RESTRICTIONS:**a—Diesel engines:**

95-101.....	45 MPH
103-105, 115-133, 203-232.....	55 MPH
200-202.....	65 MPH
1100-1102, 1200-1205, 1300-1301, 1400-1409, 1500-1504, 1600-1609.....	80 MPH

b—Trains handling scale test car A1034 (maximum speed 25 MPH).

Steam derrick, pile driver, spreader car with wings secured, and locomotive cranes; also burro and caterpillar cranes unless otherwise advised by car inspector:

Yard Center to Evansville, Woodland Jct. to Pana 35 MPH.

Findlay to Cypress 25 MPH.

Cissna Jct. to Goodwine, Brothers Subdivision, Joppa Subdivision, Westville to Villa Grove Jct., and Cypress to Thebes 20 MPH.

Danville to Westville, Brazil and Mt. Vernon Subdivisions 15 MPH. On other lines 10 MPH.

Above machines moving on own wheels should be handled on rear of train ahead of caboose and boom must be turned to trailing position at first point where switch can be made, unless otherwise authorized.

c—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 power should be worked to maintain the specified speed while engines are on bridges.**d—Steam engines must not be double-headed over any bridge where speed is restricted except when separated by three (3) cars.****10—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.

11—GRS SYSTEM:**a—Intermittent inductive automatic train stop is in use with the current of traffic between Dolton, Illinois and Clinton, Indiana. Enginemen and firemen must be qualified on rules governing such operation.****b—A train stop inductor is located about 50 feet in advance of each signal. Signals equipped with inductors are as follows:****Southward**

Dolton Jct. home signal to and including automatic signal 121-3.

Automatic signal 126-1 to and including automatic signal 160-3.

Northward

Clinton home signal to and including automatic signal 127-6.

Automatic signal 122-2 to and including Yard Center home signal.

c—If signal does not indicate Proceed—Rule 281, inductor located in advance of signal will operate train stop equipment on engine and enginemen may forestall over inductor and make stop for next signal, if required, by operating brake valve by hand.**d—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 superintendent.****e—When false stop occurs engineman must keep train stop system in service and prevent false stops by forestalling when possible to do so while passing over inductors. If the cause is unknown, engineman must wait until second false stop occurs before forestalling at succeeding inductors.****f—In each case engineman must inform fireman immediately that operation is being forestalled and make wire report to the superintendent and road foreman. When necessary to cut train stop system out of service enroute due to inability to forestall, train may proceed with train stop system cut out at a speed not to exceed 40 MPH for passenger trains and 30 MPH for freight trains to the first open point of communication. Report giving reasons for cut out must be made at once by wire to superintendent and road foreman. Train may then proceed at normal speed, not to exceed 79 miles per hour, when authorized by message from superintendent.****g—When forestalling whistle fails to sound while forestalling, engineman will reduce to and operate at speed specified in paragraph (f) until he has occasion to again forestall as prescribed by the rules, and the whistle sounds; normal speed may then be resumed. Failure of whistle to sound must be reported by wire to superintendent and road foreman.**

h—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 N.Y.C. officials relating to automatic train stop operation.

12—SPRING SWITCHES—Yard Center South End; Steger South End; Coaler North End Northward Siding; Vincennes, North End Siding; Union Track Jet.; Villa Grove Jct.; V.E. end of two tracks. V.E. Yard lead; Hall North End.

13—In freight service at yards where facilities are available for charging trains and for making the necessary air brake tests to cars with yard air, Rule 739 will have been complied with when it is seen by the inspector or trainmen making the test that brakes apply and release at the rear of the train when the engineer is signalled to apply and release the brakes after the engine has been coupled on, providing that each car in the train has been given an air test with yard air and the piston travel has been checked. When this type of test is made, if for any reason there is any car with the brake cut out or inoperative, the engineer and conductor must be so advised before the train is permitted to leave.

DANVILLE SUBDIVISION

14—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 Subdivision trains. Lower arm is manual block signal and train order signal for St. Louis Subdivision trains.

15—DANVILLE:

a—Engines after handling southward passenger trains are authorized to move ahead of train handled from Danville to the north engine track lead, Oaklawn. All movements of road engines between Danville and Brewer will be with the current of traffic if practicable.

b—Between crossovers just south of Wabash crossing and P&E crossing Danville, 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 P&E crossing and Wabash crossing Danville is a running track and may be used in either direction.

c—First class trains must approach Danville prepared to stop and look out for Westville Subdivision trains.

JOINT TRACKS

16—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 time tables of both roads. Yard Center is Subdivision initial station for southward and Subdivision 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.

INTERLOCKING PLANTS

17—Yard Center, Thornton Jet., M.C. Tower, Jay Tower, M.G. Tower, St. Anne, Watseka, Woodland Jct., Hoopeston, Danville (2), Walz.

YARD LIMITS

Stations	From	To
Yard Center.....	Dolton Jct.....	TP 20-35
Heights Yard.....	TP 26-31.....	TP 29-8
Momence.....	TP 43-40.....	TP 51-45
Watseska.....	MP 76.....	TP 80-24
Milford.....	MP 87.....	TP 89-1
Hoopeston.....	MP 98.....	MP 100
Danville.....	MP 122.....	MP 128

SPEED RESTRICTIONS

The following restrictions govern all trains and engines except where speed restrictions covered by Special Instruction 9 are less:

	MPH
Yard Center—Over railroad crossings on main track....	50
Over slip switches on side tracks.....	20
Over spring switch against traffic on southward track.....	40
Chicago Heights—Between first street north of depot TP 26-24 and EJ&E crossing TP 27-1....	50
Steger—Over spring switch against current of traffic on southward track.....	40
St. Anne—Over NYC crossing.....	60
Coaler—Over spring switch against current of traffic on northward track.....	40
Woodland Jet.—On northward track through interlocker	60
On southward track through interlocker	40
Through north crossover.....	20
Hoopeston—Until engine has passed over street crossings	60
Danville—Between TP 122-35 and TP 123-17.....	20
Through the crossover between tracks 1 and 2	10
Walz—Around curve at TP 125-27 and over railroad crossing.....	60

STATIONS AND TRACKS NOT ON SCHEDULE PAGES

Mile from Chgo.	Name	No.
19.5	South Holland.....	19
21.7	Thornton.....	22
23.4	Glenwood.....	23
27.8	Heights Yard.....	
34.2	Goodenow.....	34
41.0	Sollitt.....	41
118.4	West Newell.....	118
124.8	Oaklawn.....	125

EVANSVILLE SUBDIVISION

18—C.T.C. INFORMATION

Rules 261 to 264. in effect between end of two tracks at Clinton and northward home signal Belt Yard.

19—CLINTON—Northward trains receiving a proceed indication on the home signal, running with current of traffic will move ahead of overdue superior trains unless otherwise directed.

Northward trains running against current of traffic must have train order, form D-R.

20—BLOCK INFORMATION:

Rules 505 to 518 in effect Brewer to Northward Home Signal Union Track Jct.

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

22—UNION TRACK JUNCTION.

Movement over spring switch is governed by home signals controlled from Wansford Telegraph office. Rules 505 to 520 will apply.

JOINT TRACKS

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 may display their standard markers.

INTERLOCKING PLANTS

23—Cayuga, Hillsdale, Dewey, Haley, Terre Haute, Spring Hill, Sullivan IC, Vincennes PRR, Vincennes, B&O. Princeton Southern RR.

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

at crossing. Northward passenger trains occupying main track, setting out or picking up, may pass southward home signal indicating Stop and Proceed at Restricted Speed (Rule 290-A) without clearance Form A to place engine on train.

b-SPRING HILL—Plant controls both ends of siding 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 authority as per Rule 509(a) 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.

c-SULLIVAN—I.C. 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.

d-VINCENNES—PRR—Automatic plant. If a train is stopped by 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.

e-PRINCETON SOU. RY.—Automatic plant. If a train is stopped by home signal and no conflicting movement is being made, operate C&EI release in iron box at crossing. If signal does not change to proceed indication within three minutes, proceed through plant on hand signal from trainman at crossing. Southward signal governing movement from transfer track will not give a proceed indication unless crossover to main track is reversed.

RAILROAD CROSSINGS NOT INTERLOCKED

24-EVANSVILLE—Southern and IC.

a-EVANSVILLE BELT RY.—NYC and IC also Industrial track near Devon Street crossing gates normal position across Industrial track.

YARD LIMITS

Brewer..... See Danville Subdivision
 Standard..... Main Line... End of Branch
 Evansville..... Northward Home Signal Belt Yard to MP 287.3 including Belt Ry to L&N Ry.

SPEED RESTRICTIONS

The following restrictions govern all trains and engines except where speed restrictions covered by Special Instruction 9 are less:

	MPH
Perrysville—Between TP 133-20 and TP 134-20.....	60
Cayuga—Over NKP crossing.....	40
Newport—Between TP 147-5 and TP 148-6.....	50
Wabash River Ordnance tracks and over switch and through turnout just west of highway Route 63.....	5
Clinton—Over switch at end of two tracks.....	30
Over Wabash River Bridge (Use 25 seconds).....	20
Except steam engines.....	15
Between TP 163-20 and TP 164-10.....	55
Otter Creek Jet.—Around curve.....	60

MPH

Terre Haute—Haley—Southward home signal to south end Haley.....	30
South end Haley to automatic signal 178-5 (Crawford Street).....	20
Automatic signal 178-5 (Crawford Street) to T.P. 179-16.....	30
Young—Wye tracks to Pfizer Plant including east track and four car lengths beyond clearance points west track.....	10
Maria Creek—Around curves between TP 227-20 and TP 228-15.....	50
Smith—Between MP 230 and TP 231-15.....	60
Vincennes—Between TP 233-15 and TP 233-31.....	55
Over Penna crossing.....	10
Between TP 233-31 and TP 235-39.....	35
Decker—White River Bridge and trestle (Use 50 seconds) Except steam engines.....	20
Hazelton—Around curves TP 248-7 to TP 249-0.....	70
Moving out of Atlanta track MP 249.....	5
Around curve between TP 251-22 and TP 251-37.....	60
Miller—Between MP 253 and MP 254.....	55
Patoka—Between TP 254-40 and TP 255-35.....	55
Gibson—Between TP 258-10 and TP 258-30.....	60
Princeton—Around curves south of depot.....	40
—Until engine has passed over Southern Railway crossing Northward.....	35
Southward—Between home signals.....	20
Around curves between TP 271-15 and TP 272-7.....	60
Evansville—Between Wansford and TP 285-13.....	55
Evansville—Between TP 285-13 and Union Track Jct.....	20
Belt Ry.....	10
Except Pidgeon Creek Bridge EB2874 steam engines.....	5
Union Track Junction to Evansville, except 8 miles per hour between Fifth and Clark Street, 5 miles per hour until Engine has passed over crossing at Main Street and Fulton Avenue.....	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.	

ENGINES RESTRICTED ON AUXILIARY TRACKS

JACKSON MINE BRANCH	10 miles per hour.
SULLIVAN COUNTY MINE BRANCH	15 miles per hour.

STATIONS AND TRACKS NOT ON SCHEDULE PAGES

Miles from Chgo.	Name	No.
128.9	Rileysburg.....	129
138.1	Dickason Pit.....	138
149.7	WRO Jct.....	149
159.8	Standard Pit.....	161
178	Wabash Ave.....	
178.3	Poplar Street.....	179
186.2	Young.....	186
196.8	Standard.....	197
241.0	Purcell.....	241
273.6	Stacer.....	274
277.8	Powder Farm.....	278
283.0	Straight Line Jct.....	283
151.0	Wabash River Ordnance.....	152
.....	Sullivan County Mine Branch.....	197
.....	Peerless Mine, CMS&P&PRR.....	205

ST. LOUIS SUBDIVISION**25—BLOCK INFORMATION:**

a—Rules 305 to 373 in effect between Woodland Junction and Villa Grove Junction; V.E. and Sullivan; Findlay and Pana.
The manual block signal will also be used as train order signal except at Findlay.

b—Rules 505 to 518 in effect Villa Grove Junction to V.E. and between Sullivan and Findlay.

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—GLOVER and TUSCOLA—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—ARTHUR—Northward trains entering siding to meet southward trains or to be passed by northward trains, may pass block signal indicating stop and be governed by Rule 365.

e—VILLA GROVE JUNCTION—Northward color light high manual block signal and northward color light dwarf manual block signal located at clearance point end of two tracks governs northward movements to next open manual block station. Rules 305 to 373 will apply.

V.E.—Southward color light high manual block signal and southward color light dwarf manual block signals located at end of two tracks and clearance point for yard lead governs southward movements to next open block station. Rules 305 to 373 will apply.

Trains receiving a stop signal at Villa Grove Junction or V.E. will call operator at Villa Grove as per Rule 371.

f—FINDLAY—PANA—Northward approach signal (187-6) for Findlay interlocking is part of automatic block signal system for northward movements. Southward approach signal (202-7) for Pana interlocking is part of automatic block signal system for southward movements. Northward automatic dwarf signal (205-0) located at Poplar Street, Pana, is approach signal for northward manual block signal at Pana. Rules 505 to 518 are in effect for all the above automatic block signals.

Manual Block Signals: Findlay—Pana.

Southward manual block signal located TP 185-27.

Northward manual block signal located TP 203-35.

Rules 305 to 373 are in effect between these signals.

Train stopped by either of these signals must communicate with operator at Findlay and be governed by his instructions. Additional instructions are posted in telephone box located at Pana northward block signal.

Clearance Provisions and Exceptions to Rule 83(b) and Rule 97:

At Pana—A proceed indication on the manual block signal is authority for northward trains to proceed without clearance.

A proceed indication on the manual block signal is authority for northward extra trains to run without train orders from Pana to Findlay.

At Findlay—Northward trains receiving a proceed indication on the home signal running with the current of traffic will move ahead of overdue superior trains to the train order signal. A train stopped by home signal will communicate with the operator at once.

Clearance issued and signed by the superintendent will confer the same authority to a train as though received at its initial station.

26—VILLA GROVE—All trains register and receive clearance at Villa Grove. Clearance received at Villa Grove issued and signed by the superintendent will confer the same authority to regular trains as though received at initial station (Rule 83b).

When passenger trains are standing on southward track at Villa Grove station, trains on northward track will watch out for hose lying across track.

JOINT TRACK

27—PANA is the Subdivision initial station for northward and Subdivision terminal station for southward trains under Rule 4, Book of Rules.

Employees who operate between Pana and St. Louis must have copy of rules, time table and special instructions NYC, GM&O and TRRA.

a—HOME—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.

INTERLOCKING PLANTS

28—Woodland Jet., Goodwine, Glover, Tuscola, Arthur, Sullivan, Findlay, Pana.

Goodwine—Automatic plant—Instructions for operating time release are posted in release box at crossing.

YARD LIMITS

Villa Grove.....TP 143-30.....MP 147
Findlay.....Signal 182-7.....TP 186-28
Pana.....TP 203-20.....Big 4 Main Track Connection

SPEED RESTRICTIONS

MPH

The following restrictions govern all trains and engines except where speed restrictions covered by Special Instruction 9 are less:

Woodland Jet.—Northward trains through crossover...	20
Bridge C-1114 between Ellis and Gerald.....	60
Villa Grove Jet.—Northward movements over spring switch end of two tracks.....	30
V.E. Over main track spring switch.....	30
Tuscola—Around curves north of IC crossing.....	30
Arthur—Around curve and over Penna. crossing.....	30
Sullivan—Around curve at depot between TP 176-01 and TP 176-08.....	30
Hall—Over Spring switch end of two tracks.....	30
Findlay—Over junction switches.....	30
Through crossover.....	15
Pana—Southward trains between TP 202-26 and TP 203-20.....	30
Entering or leaving NYC main tracks.....	10

STATIONS AND TRACKS NOT ON SCHEDULE PAGES

Miles from Chgo.	Name	No.
116.5	Dailey.....	1117
124.7	Pauline.....	1125
129.1	Tipton.....	1129
155.5	Craigs.....	1156
173.1	Chipps.....	1173
179.5	Kirksville.....	1180
194.3	Henton.....	1194
199.3	Dollville.....	1199

SALEM SUBDIVISION

29—SALEM YARD—All trains register and receive clearance at Salem Yard. Clearance received at Salem Yard issued and signed by the superintendent will confer the same authority to regular trains as though received at initial station (Rule 83b).

30—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.

JOINT TRACKS

31—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—THEBES TO BRIDGE JCT.—Rules 505 to 518 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(a).

c—BRIDGE JCT., ILLINOIS TO ILLMO, MISSOURI—Uniform Code of Operating Rules and Southern Illinois & Missouri Bridge Company Special Instruction No. 1, adopted Sept. 1, 1947, supplementary to the Uniform Code of Operating Rules is in effect. Imperfectly displayed signal indication or train delays in this territory must be reported promptly to chief train dispatcher, Bush, Illinois.

d—ILLMO, MISSOURI to ROCKVIEW, MISSOURI—Uniform Code of Operating Rules effective May 1st, 1950 and supplements are in effect.

INTERLOCKING PLANTS

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

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

b—TAMMS—Automatic plant—Train or engine finding home signal at stop must occupy track within 200 ft. of home signal in order to receive a proceed indication of the home signal.

RAILROAD CROSSING NOT INTERLOCKED

33—ALTAMONT—B&O.

a—BENTON—IC. Stop and do not foul or move over crossing until proceed hand signal is received from a member of crew at crossing.

b—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.

c—TP 373-12—Gate normally across MO. PAC. R.R. Signals indicate Proceed if gate is normal and Stop if gate is across C&EI track. Approach crossing prepared to stop and do not proceed on-to crossing until signal indicate Proceed, gate is properly lined for C&EI movement and crossing is clear.

JOPPA JUNCTION—North Wye Switch will be lined for Joppa Subdivision. This will be normal position of switch.

YARD LIMITS

Findlay	St. Louis Subdiv.	TP 186-22
Shelbyville	MP 191	TP 194-15
St. Elmo	TP 222-45	TP 225-22
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 319-8
Cypress	TP 344-7	TP 348-17
Thebes	TP 377-1	Bridge Jct.

SPEED RESTRICTIONS

The following restrictions govern all trains and engines except where speed restrictions covered by Special Instruction 9 are less:

	MPH
Kaskaskia Bridge C1942 (Use 45 seconds)	20
Except steam engine	15
Altamont—Curve at Depot	20

MPH

S. X. Tower—Curve at tower	25
Southward—Between home signals	20
St. Elmo—Between TP 224-36 and TP 225-05	50
Happy Hollow—Around reverse curves between TP 228 and TP 228-24	40
S. A. Tower—Southward—Between home signals	20
V. N. Tower—Between home signals	25
Saline Creek Bridge C3243 (Use 30 seconds)	20
Except steam engine	15
Between TP 332-6 and MP 334	35
Grasshopper Creek Bridge C3347 (Use 23 seconds)	20
Except steam engine	15
Between TP 335-10 and TP 335-22	25
Between TP 338-15 and TP 338-25	25
Between TP 343-20 and MP 345	40
TP 373-12 over Mo. Pac. R.R.	20
Thebes—SI&MB Co. Bridge	25

STATIONS AND TRACKS NOT ON SCHEDULE PAGES

Miles from Chgo.	Name	No.
208.1	Holland	2208
248.2	Brubaker	2248
276.9	JSW RR	2277
304.5	Orient Jct.	
306.4	Old Ben 15	2306
308.8	Jenkins Spur	2309
314.3	Spillertown	2314
317.7	Tie Plant	2318
321.8	Hudgens	2322
349.3	Oberts	2349
368.4	Cox	2368

WESTVILLE SUBDIVISION

34—BLOCK INFORMATION:

a—Rules 305 to 373 in effect between Danville and W.R. Tower. Train order signal at Danville is also the manual block signal governing movements to the Westville Subdivision.

b—VILLA GROVE—Southward trains must procure from operator a check of all over-due northward and southward superior trains before entering St. Louis Subdivision main track.

INTERLOCKING PLANTS

35—Danville—Wabash lead to P&E, P&E, Wabash and city freight lead,—W.R. Tower.

YARD LIMITS

Danville	Danville Subdiv.	TP 124-30
Westville	MP 132	MP 134
Sidell Jct.—Sidell	MP 145	MP 147
Sidell Jct.	Main Line	End of Jamaica Spur
Villa Grove	MP 164	Villa Grove Jct.

SPEED RESTRICTIONS

The following restrictions govern all trains and engines except where speed restrictions covered by Special Instructions 9 are less:

	MPH
Danville—Between southward home signal and East Williams Street	20
Danville to Westville	35
Danville—Main Street TP 124-6	10
Bridge W1262 Vermilion River	10
Rock Cut—Between TP 126-25 and TP 127-14	15
W. R. Tower—Southward—Between home signals	20
Westville to Villa Grove Jct.	40
Indianola—Curve north of depot TP 141-32	30
Sidell Jct. to Jamaica	25

STATIONS AND TRACKS NOT ON SCHEDULE PAGES

Miles from Chgo.	Name	No.
123.6	Riley Track.....	
126.5	Maring.....	3127
136.8	Bunsen.....	3137
138.6	Maizetown.....	3148
150.1	Hastings.....	3150
150.9	Jamaica.....	3151
.....	Jamaica Spur.....	

JOPPA SUBDIVISION

36—JOPPA—Expect to find cars on main track without notice.

RAILROAD CROSSINGS NOT INTERLOCKED

a—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.

YARD LIMITS

Joppa Jct.....Main Line.....TP 349-18
Joppa.....TP 359-25.....End of subdivision

SPEED RESTRICTIONS

The following restrictions govern all trains and engines except where speed restrictions covered by Special Instructions 9 are less:

	MPH
Joppa Jct. to Joppa.....	40
Post Creek Bridge J-3528.....	20
Except steam engine.....	15

STATIONS AND TRACKS NOT ON SCHEDULE PAGES

Miles from Chgo.	Name	No.
350.8	Mains Spur.....	9351

BROTHERS SUBDIVISION

YARD LIMITS

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

SPEED RESTRICTIONS

The following restrictions govern all trains and engines except where speed restrictions covered by Special Instructions 9 are less:

	MPH
Rossville Jct. to Brothers.....	40

STATIONS AND TRACKS NOT ON SCHEDULE PAGES

Miles from Chgo.	Name	No.
115.9	Jamesburg.....	4116

JUDYVILLE SUBDIVISION

37—JUDYVILLE—Derail located in main track three hundred (300) feet north of elevator track switch.

INTERLOCKING PLANTS

38—Johannott—Automatic plant. If train is stopped by 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.

RAILROAD CROSSINGS NOT INTERLOCKED

39—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 crossings is complete.

YARD LIMITS

Judyville Subdivision..Main Line.....End of Subdivision

SPEED RESTRICTIONS

The following restrictions govern all trains and engines except where speed restrictions covered by Special Instructions 9 are less:

	MPH
Rossville Jct. to Judyville.....	20

BRAZIL SUBDIVISION

40—BRAZIL—End of C&EI track is at west line of Chicago St. Derail on main track just south of new highway. All engines must approach Brazil prepared to stop and expect to find cars on main track between house track switch and Chicago St. Brazil Clay Plant No. 2—Two derrails, one near main track and one at road crossing at plant.

INTERLOCKING PLANT

41—Burnett.

YARD LIMITS

Brazil Subdivision....Main Line.....End of Subdivision

SPEED RESTRICTIONS

The following restrictions govern all trains and engines except where speed restrictions covered by Special Instructions 9 are less:

	MPH
Otter Creek Jct. to Brazil.....	25
Burnett—Over Bridge E1743.....	10
Except steam engine.....	5
—Between home signals.....	20
Brazil—Over Old National Road.....	10

CISSNA PARK SUBDIVISION

INTERLOCKING PLANTS

42—Goodwine—Automatic Plant—Instructions for operating time release are posted in release box at crossing.

YARD LIMITS

Cissna Park Subdivision.....Main Line.....End of Subdivision

SPEED RESTRICTIONS

The following restrictions govern all trains and engines except where speed restrictions covered by Special Instructions 9 are less:

	MPH
Cissna Park to Cissna Jct.....	30
Goodwine—Between home signals.....	20
Alonzo—Around curve at TP 94-20 to TP 95-10.....	20

MT. VERNON SUBDIVISION

RAILROAD CROSSINGS NOT INTERLOCKED

43—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.

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

YARD LIMITS

Mt. Vernon Jct.....Main Line.....TP 266-12
Mt. Vernon.....MP 300.....End of Subdivision

SPEED RESTRICTIONS

The following restrictions govern all trains and engines except where speed restrictions covered by Special Instructions 9 are less:

	MPH
Mt. Vernon Jet to Mt. Vernon.....	30
Wadesville—Over highway 1350 ft. south of Depot.....	15
Solitude—Over Bridge M2958	15
Except steam engines.....	10

STATIONS AND TRACKS NOT ON SCHEDULE PAGES

Miles from Chgo.	Name	No.
274.4	Mounts.....	8275
282.2	I.C. Crossing.....	8283
291.8	Oliver.....	8294
295.7	Solitude.....	8298

LOCATION BULLETIN BOARDS, STANDARD CLOCKS AND TRAIN REGISTERS

Location	Bulletin Board	Standard Clock	Train Register
Chicago.....Dearborn Sta. Dispatchers' Office.....	x	x	x
Chicago.....Dearborn Sta. Conductors' Room.....	x		
Chicago.....37th St. Switchmen's Locker Room.....	x		
Yard Center.....Yard Office.....	x	x	x
Yard Center.....Roundhouse Office.....	x	x	
Chicago Heights.....CHTT Diesel House.....	x		
Danville.....Yard Office.....	x	x	x
Danville.....Passenger Depot.....	x		
Danville.....Enginemen's Locker Room.....	x		
Danville.....Telegraph Office (in Tower).....			x
Oaklawn.....Diesel House.....	x	x	
Oaklawn.....Dispatchers' Office.....		x	
Walz.....Telegraph Office.....			x
Clinton.....Yard Office.....	x		
Haley.....Telegraph Office.....		x	
Haley.....Locust St. Yard Office.....	x	x	x
Haley.....Roundhouse Office.....	x		
Terre Haute.....Union Depot Telegraph Office.....	x	x	
Vincennes.....Diesel House.....	x		
Mt. Vernon, Ind Depot.....	x		x
Wansford.....Enginemen's Locker Room.....	x	x	
Wansford.....Yard Office.....	x	x	x
Belt Yard.....Yard Office.....	x	x	
Evansville.....Union Station Telegraph Office.....	x	x	x
Villa Grove.....Depot.....	x	x	x
Findlay.....Depot.....	x		x
Mitchell Yard.....Roundhouse.....	x		
Mitchell Yard.....Yard Office.....	x	x	x
Salem Yard.....Yard Office.....	x	x	x
Salem.....Depot.....	x	x	x
West Frankfort.....Depot.....	x	x	x
Neilson.....Telegraph Office.....			x
W.V. Tower.....Telegraph Office.....			x
Cypress.....Depot.....	x	x	x
Thebes.....Depot.....	x	x	x
Joppa.....Depot.....			x
Yard Center.....Through first class trains register by slip.			
Danville Yard office).....All trains register by slip.			
Danville (Tower).....First class trains register by slip. Other trains will not register.			

Walz.....Evansville Subdivision freight trains register by slip. Other trains will not register.
 Haley.....Only trains starting and terminating will register.
 Wansford.....First class trains register by slip.
 Findlay.....All trains register by slip.
 Salem Yard.....Nos. 11, 12, 13 and 14 register by slip.
 Salem.....Only trains starting and terminating will register.
 West Frankfort.....Only trains starting and terminating will register.
 Neilson.....C.B.&Q trains register by slip. Other trains will not register.
 W.V. Tower.....CB&Q trains register by slip. Other trains will not register.
 Cypress.....Only first and second class trains will register.

TRAIN ORDER OR BLOCK STATIONS ARE OPEN ONLY AS FOLLOWS

DANVILLE SUBDIVISION	Week Days	Saturdays Sundays and Holidays
Milford.....	7.00 AM to 4.00 PM.....	
Wellington.....	7.00 AM to 4.00 PM.....	
Bismarck.....	7.00 AM to 4.00 PM.....	

EVANSVILLE SUBDIVISION

Clinton.....	7.00 AM to 4.00 PM.....	7.00 AM to 4.00 PM
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ST. LOUIS SUBDIVISION

Bryce.....	8.00 AM to 5.00 PM.....	
Goodwine.....	8.00 AM to 5.00 PM.....	
Fountain Creek.....	8.00 AM to 5.00 PM.....	
Reilly.....	8.00 AM to 5.00 PM.....	
Ellis.....	4.00 PM to 12.00 MN.....	4.00 PM to 12.00 MN
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.....	8.00 AM to 5.00 PM.....	
Bourbon.....	8.00 AM to 5.00 PM.....	
Cadwell.....	8.00 AM to 5.00 PM.....	

SALEM SUBDIVISION

Altamont.....	7.30 AM to 4.30 PM.....	
St. Peter.....	8.00 AM to 5.00 PM.....	
Kell.....	6.30 AM to 3.30 PM.....	
Ina.....	7.15 AM to 4.15 PM.....	
West Frankfort.....	{ 5.30 AM to 1.30 PM..... 5.30 AM to 1.30 PM	
	{ 4.00 PM to 12.00 PM..... 4.00 PM to 12.00 PM	
Johnston City.....	7.00 AM to 4.00 PM.....	7.00 AM to 4.00 PM
Marion.....	4.00 PM to 12.00 PM.....	4.00 PM to 12.00 PM
Neilson.....	8.15 AM to 5.15 PM.....	8.15 AM to 5.15 PM
Goreville.....	8.00 AM to 5.00 PM.....	
WV Tower.....	8.15 AM to 5.15 PM.....	8.15 AM to 5.15 PM
Cypress.....	12.01 AM to 4.00 PM.....	12.01 AM to 4.00 PM
		(Not open on Sundays)
Tamms.....	8.00 AM to 5.00 PM.....	3.00 PM to 5.00 PM
Thebes.....	8.00 AM to 5.00 PM.....	3.00 PM to 5.00 PM

WESTVILLE SUBDIVISION

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.....	

MT. VERNON SUBDIVISION

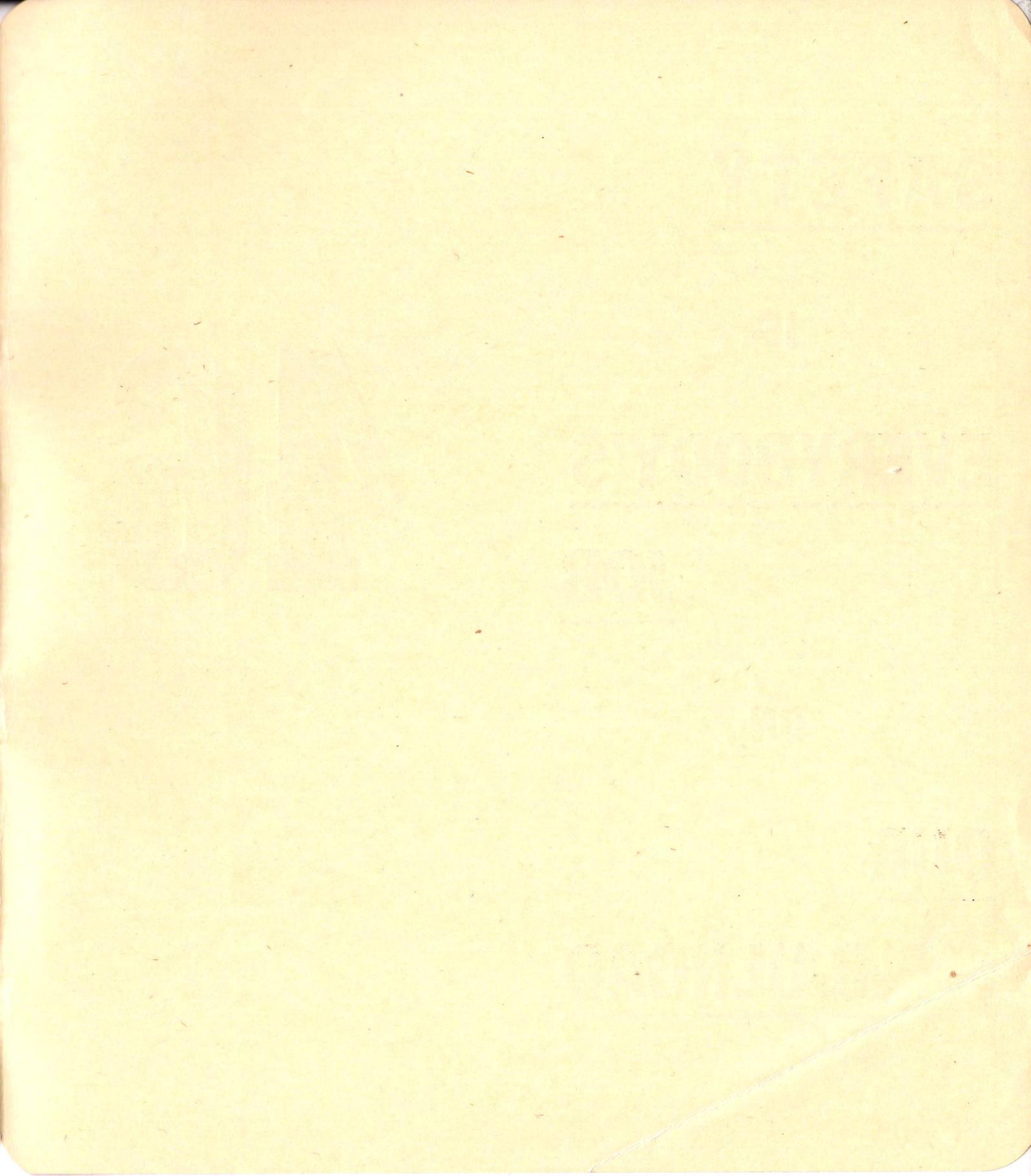
Owensville.....	7 00 AM to	4 00 PM.....
Cynthiana.....	7 00 AM to	4 00 PM.....
Poseyville.....	7 00 AM to	4 00 PM.....
Mt. Vernon.....	7 00 AM to	4 00 PM.....

JOPPA SUBDIVISION

Karnak.....	8 00 AM to	5 00 PM....	8 00 AM to 10 00 AM
			(Not open on Sundays and Holidays)
Joppa.....	8 00 AM to	5 00 PM....	8 00 AM to 10 00 AM
			(Not open on Sundays and Holidays)

SURGEONS

NAME	LOCATION	ADDRESS	OFFICE PHONE	RESIDENCE PHONE
Ray S. Westline, Chief Surgeon	Chicago	334 W. 63rd St.	WE 6-5577	DO 3-3309
E. L. Arensdorf, Asst. Chief Surgeon	Chicago	334 W. 63rd St.	WE 6-5577	RA 3-1217
Roland A. Jacobson	Chicago	28 E. Jackson Blvd.	HA 7-1774	IN 3-4769
G. Henry Mundt, Oculist	Chicago	6306 S. Halsted St. and 30 N. Michigan Ave.	(WE 6-6223 CE 6-7764)	So. Shore 8-8700
John A. Kollar	Dolton	13750 Leyden Ave. Z-27	IN 8-9718	CE 3-0037
Francis J. Armbruster	Chicago Heights	1529 Chicago Road.	Skyline 4-2833	Skyline 4-2831
H. S. Hiatt	Beecher	Reed Street.	2211	4101
O. L. Denyes	Momence	208 E. Washington.	434	434
Donald A. Meier	St. Anne	133 W. Station St.	120	150
Joseph M. Roberts	Watseka	845 S. 4th St.	960	142
E. Forrest Herdian	Watseka	4th and Cherry St.	Main 2	Main 2
A. L. Green	Milford		7	7
Ralph G. Kline	Hoopeston	313 E. Penn	236	155
R. P. Donovan	Hoopeston	646 E. Honeywell	800	800
John C. Mason	Rossville	107 N. Chicago.	79	69
O. P. Donovan	Bismarck		52	52
Melvin L. Hole	Danville	6 N. Vermilion St., 403 Daniel Bldg.	399	1470
James E. McKibben	Danville	106 N. Vermilion St.	3617	1438
John S. Curtis	Danville	30 N. Gilbert St.	221	3926
A. E. Dale	Danville	103 W. Harrison St.	630	3397
S. Glidden Baldwin, Oculist	Danville	139 N. Vermilion St.	703	Catlin 4231
W. A. Johnson	Perrysville		33	9
Ralph E. Brown	Cayuga	302 W. Curtis St.	108	108
Jones L. Saunders	Newport	190 W. Market St.	83	83
Paul B. Casebeer	Clinton	Raynes Bldg.	123	124
Clint C. Sourwine	Brazil	3½ E. National Ave.	2401	2458
M. C. Topping	Terre Haute	503 Tribune Bldg.	C-9608	C-8483
Albert M. Mitchell	Terre Haute	721 Wabash Ave.	C-9608	C-2193
W. E. Stewart, Oculist	Terre Haute	402 Tribune Bldg.	C-4003	C-1656
Robert O. Bethea, Jr.	Farmersburg	Main Street.	Give name to Operator.	Ask Opr. to ring Res.
Carl F. Briggs	Sullivan, Ind.	114 S. Court St.	263	306
J. Stanley Brown	Carlisle		Main 4	Main 100
Elsworth W. Beckes	Vincennes	603 Busseron.	2054	1210
H. M. Arthur	Hazelton		2423	2422
John K. Folck	Princeton	115 N. Prince St.	33	33 and 1349
James R. Montgomery	Owensville	215 S. Main St.	2625	3430
S. W. Boren	Poseyville		24-1	24-3
Frank W. Oliphant	Mt. Vernon, Ind.	701 Mulberry St.	180	180
Joe H. McCool	Evansville	314 S. E. Riverside Dr.	5-2646	2-3164
W. E. McCool	Evansville	R. R. No. 12, Camp Ground Road.	3-2102	3-2102
Weston A. Heinrich	Evansville	314 S. E. Riverside Dr.	5-2646	6-4495
William H. Field, Oculist	Evansville	124 S. E. First St.	3-4787	4-4917
J. M. James	Henning		1	7
P. C. Casto	St. Joseph		2161	2326
James H. Taylor	Villa Grove	102 N. Main St.	63-R-1	71
Walter C. Blaine	Tuscola	115 E. Sale St.	75	75
C. O. Norris	Arthur		14	14½
W. B. Kilton	Sullivan, Ill.	17 W. Harrison	6112	6113
O. G. Kauder	Findlay		154	149
Louis H. Miller	Pana	40 S. Locust St.	3580	2750
C. W. Vaughn	Nokomis	122½ W. State St.	8	28
W. R. Greenwood	Livingston		S-600	S-600
H. P. Reuss	Granite City	Niedringhaus and State Sts.	Tri City 6-4499	Ill 1123
E. H. Theis	Granite City	1365A Niedringhaus St.	Tri City 6-2072	Tri City 6-4121
Earl R. Rice	St. Louis	611 Olive St.	Chestnut 4847	Parkview 6356
Charles H. Hulick	Shelbyville	132 N. Broadway	302	348
Duncan Biddlecombe	Shelbyville	206½ E. Main St.	104	780
A. R. Whitefort	St. Elmo	405A N. Main St.	89	40
H. L. Logan	Salem	202A W. Main St.	44	128
Thomas D. Laney	Salem	101A E. Main St.	260	127
Harry G. Thompson	Mt. Vernon, Ill.	112 N. 11th St.	3100	31
Clarence O. Hamilton	Mt. Vernon, Ill.	1002 Main St.	650	4424
Walter H. Alvis	Benton	Capitol Bldg.	191	432
C. O. Lane	West Frankfort	128 W. Main	126	366
C. H. Edlridge	West Frankfort	214 E. Oak	247	247
J. W. Clayton	Johnson City	500 S. Adams	4611	4612
Alonzo N. Baker	Marion	200 W. Main St.	784	49
Harvey A. Felts	Marion	800½ Public Square	595	612
William Thomsson	Cypress		28-R-2	28-R-3
James K. Rosson	Tamms		2171	2201
G. F. Cummins	Joppa	5th and Market Sts., Metropolis	404-W-1	404-W-2
George A. Sample	Chaffee	National Bank Bldg.	3031	2591
Edward E. Miller	Cairo	424 Eighth St.	393 or 394	369



SAFETY

IS

EVERYBODY'S

JOB

ON

OUR

RAILROAD

46