

PROGRESS WITH SAFETY

J. A. DUVALL, Superintendent Terminals
R. H. SPICER, Assistant Superintendent
C. C. JOHNSON, Train Master
T. J. DOYLE, Asst. Train Master
G. J. CRAIN, Train Master
J. E. JETT, Train Master
D. L. BOUCHARD, Road Foreman
R. F. WHITLOW, Road Foreman
R. A. BROOKS, Road Foreman
D. ADDUCI, Terminal Road Foreman
C. E. DOWDY, Chief Train Dispatcher
C. G. BLACKWELL, Chief Train Dispatcher
B. P. COOPER, Asst. Chief Train Dispatcher
W. M. FULTON, Asst. Chief Train Dispatcher
R. E. DOWDY, Chief Train Rule Examiner



Chicago & Eastern Illinois Railroad

TIME TABLE No.

56

Effective

Sunday, Oct. 27, 1957

12:01 A. M.

Central Standard Time

For Government of Operating Department Employees Only.

C. G. RODGERS
Vice President and General Manager

H. S. VIERLING
Assistant General Manager

J. T. WARREN
Division Superintendent

LOCATION OF TELEPHONES OTHER THAN WHERE AT BOTH ENDS OF SIDING

DANVILLE SUBDIVISION

Yard Center...Fredericka St.
So. End North Yd.
Northward Home
Signal
Thornton.....On Depot
South End
Chicago Heights MP 26
Heights Yard...MC Connection
South End Yds.
Crossover
Steger.....TP 28-33
Crete.....TP 30-19
NE.....TP 32-22
South End Siding
Goodenow....Crossover
Beecher.....Crossover
Freight Room
Sollitt.....TP 40-49
Grant Park...North End Siding
In Depot
MP 45
Momence....So. End West Yd.
Wichert.....TP 57-51
St. Anne.....North End South-
ward Siding
MP 62
Papineau....In Depot
Martinton...On Depot
Pittwood....Crossover
Watseka....No. End Old Siding
So. End Old Siding
Coaler.....TP 79-24
Woodland Jct..Home Signals
Milford.....So. Side of Depot
Wellington...On Depot
Hoopeston...North Crossover
South Crossover
Rossville....Eng. Track West
Side
Rossville Jct...North and South
Leg Wye
Alvin.....On Depot
Bismarck....On Depot
West Newell...Crossover
Danville....North Crossover
No. End Interlock-
ing Crossover
Coach Track
South Crossover
TP 123-17
Oaklawn.....North Crossover
Middle Crossover
North Gate
South Crossover
Brewer.....TP 126-03
South End South-
ward Yards

EVANSVILLE SUBDIVISION

Rileysburg...Crossover
Gessie.....Crossover
Perrysville...Crossover
TP 143-30
Newport.....On Depot
WRO Jct.....North End Wye
South End Wye
Montezuma...So. End of Depot
TP 153-33
Hillsdale....TP 157-20

Standard Pit...Switch
Clinton.....North Crossover
South side of Yard
Office
End Two Tracks
TP 162-40
TP 163-11
TP 165-05
Otter Creek Jct.TP 171-15
TP 171-32
Dewey.....Penna Connection
Haley.....TP 175-34
Locust Street
Elm Street
Terre Haute...So. End Union
Office
Chestnut Street
Baker.....TP 178-21
TP 178-35
TP 179-15
TP 179-21
TP 179-24
TP 179-36
TP 180-16
TP 180-23
Spring Hill...North End Siding
TP 184-14
Young.....North End of Wye
South End of Wye
Farmersburg...TP 189-19
TP 191-37
Breed Switch..TP 196-13
Shelburn.....TP 198-11
TP 198-31
TP 200-05
Sullivan.....TP 203-34
IC Crossing
TP 205-16
TP 207-28
Paxton.....TP 209-09
TP 209-34
Carlisle.....North and South
End House
Track
TP 214-29
Oaktown.....North and South
end Mill Track
TP 221-26
Emison.....TP 224-03
TP 224-34
TP 226-22
Maria Creek...TP 227-28
Smith.....TP 231-03
TP 232-16
TP 233-27
Vincennes....TP 234-27
South End Platform
Penna Crossing
TP 234-38
Vincennes Frt.
Alice.....TP 235-37
North End Ladder
Siding Crossover
TP 238-37
Purcell.....TP 240-32
TP 241-01
TP 242-40
Decker.....TP 246-16
TP 247-21
Hazleton.....TP 248-24
On depot
TP 249-04
TP 249-19

Miller.....TP 254-18
Patoka.....TP 254-39
TP 255-05
TP 256-05
Gibson.....TP 257-32
Princeton....North End Trans-
fer Track
Sou. RR. Crossing
TP 261-12
King.....TP 262-10
TP 262-34
TP 264-28
Mt. Vernon Jct.North End of Wye
South End of Wye
Ft. Branch....TP 266-21
Emge Switch
Haubstadt....TP 269-24
TP 269-43
Stacer.....TP 273-24
Ingle.....TP 277-37
Wansford....TP 281-74
Straight Line
Jct.....TP 282-40
PT 283-30
TP 284-23
Belt Yard....South End
TP 285-13
Union Trk Jct..TP 285-36
TP 285-44

BRAZIL SUBDIVISION

Otter Creek Jct. Switch
Burnett.....Tower.
ST. LOUIS SUBDIVISION
Woodland Jct..Wye Switch
TP 84-12
Bryce.....On depot
Goodwine....TP 92-16
TP 114-03
Fountain Creek.On depot
Reilly.....On depot
Royal.....On depot
Dailey.....North End
Glover.....South End Siding
Tipton.....TP 129-04
Block.....On depot
Villa Grove...TP 144-25
TP 144-31
TP 144-37
TP 145-37
TP 146-07
TP 146-13
Tuscola.....TP 152-34
TP 153-02

Bourbon.....On depot
Arthur.....PRR Crossing
Cadwell.....On depot
Chippis.....TP 173-09
Sullivan.....IC Crossing
Stock Pen
TP 177-13
TP 181-09
Hall.....North End Two
Tracks
Coal Chute in
Booth
TP 184-37
Findlay.....West End of Wye
At each
home signal

Westervelt....On Depot
Henton.....TP 194-11
Pana.....TP 199-12
TP 203-38

SALEM SUBDIVISION

Fairground....South End Siding
Shelbyville...So. End of Bridge
TP 200-35
Holland.....TP 208-03
Moccasin....So. End Siding
Altamont....B&O Connection
S.X.....North End Siding
St. James....TP 229-07
Loogootee....TP 233-06
St. Peter....TP 235-18
Salem Yd....North End
SA Tower....Interchange Track
Kell.....South End
On Depot
Texico.....South End Siding
Mt. Vernon...North End Siding
VN Tower....North End
Ina.....South End Siding
Whittington...TP 291-25
Benton.....North End Siding
West Frankfort.Coal Chute
Orient Mine...Switch
Jenkins.....Switch
Barlow Siding..Switch
Spillertown...TP 314-03
Marion.....North End Siding
S. Tie Plant Switch
Goreville....North End Siding
Omar.....South End Siding
Buncombe....TP 336-07
Cypress.....South End Siding
Joppa Jct....No. Wye Phone
Booth
Ullin.....South End Siding
Tamms.....GM&O Crossing
Olive Branch...TP 369-16
Thebes.....In Depot

WESTVILLE SUBDIVISION

P&E Crossing..At Crossing
Riley Track...South End
Maring.....Switch
TP 127-14
WR Tower....North End Storage
Indianola....South End Siding
Sidell Jct....North Wye Switch
South Wye Switch
Allerton.....North End House
Track
Broadlands....Elevator Track
Switch
Longview....South End House
Track
Fairland.....North End House
Track
Villa Grove Jct.TP 164-21
Jamaica.....On Depot

JOPPA SUBDIVISION

Chasco.....TP 348-15
Karnak.....At Interchange
Track Switch
Joppa.....TP 361-20
TP 361-32
In Waiting Room

SURGEONS

NAME	LOCATION	ADDRESS	OFFICE PHONE	RESIDENCE PHONE
Ray S. Westline, Chief Surgeon	Chicago	334 W. 63rd St.	WE 6-5577	DO 3-3309
Vytautas Tauras, Asst. Surgeon	Chicago	334 W. 63rd St.	WE 6-5577	Prospect 8-1223
Kenneth L. Matson	Chicago	28 E. Jackson Blvd.	HA 7-1774	Waterfall 8-2383
G. Henry Mundt, Oculist	Chicago	6306 S. Halsted St.	WE 6-6223	Plaza 2-1800
John A. Kollar	Dolton	68 E. 138th St.	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.	7-8189	7-6547
Joseph M. Roberts	Watseka	845 S. 4th St.	960	142
E. Forrest Herdian	Watseka	123 Fourth St.	Main 2	Main 2
Bela Borsos	Milford	207 N. Axtel St.	41	265
Ralph G. Kline	Hoopeston	313 E. Penn.	236	155
K. H. Hammond	Hoopeston	804 E. Maple	141	212
John C. Mason	Rossville	109 N. Chicago	8-2821	8-2751
Melvin L. Hole	Danville	6 N. Vermilion St., 403 Daniel Bldg.	399	1470
A. R. Brandenberger	Danville	106 N. Vermilion St.	662	3661
John S. Curtis	Danville	106 N. Gilbert St.	221	3926
S. Glidden Baldwin, Oculist	Danville	139 N. Vermilion St.	703	Catlin 4231
W. A. Johnson	Perrysville		33	9
Paul B. Casebeer	Clinton	Raynes Bldg.	123	124
J. Frank Maurer	Brazil	1½ W. National Ave.	2448	7181
M. C. Topping	Terre Haute	3050 Poplar St.	L-8141	C-8483
Robert N. Kabel	Terre Haute	3050 Poplar St.	L-8141	C-6135
W. E. Stewart, Oculist	Terre Haute	402 Tribune Bldg.	C-4003	C-1656
Robert O. Bethea, Jr.	Farmersburg	209 Main Street	201-X	202-X
I. H. Scott	Sullivan, Ind.	117 W. Washington	649	648
J. Stanley Brown	Carlisle		8-2141	8-1333
Elsworth W. Beckes	Vincennes	220 N. Fifth St.	2054	2054
John K. Folck	Princeton	115 N. Prince St.	Fulton 5-3491	Fulton 5-5312
S. W. Boren	Poseyville		24-1	24-3
Frank W. Oliphant	Mt. Vernon, Ind.	701 Mulberry St.	Poplar 3-4434	Poplar 3-4434
Joe H. McCool	Evansville	314 S. E. Riverside Dr.	HA-5-2646	UN-3786
Charles F. Willis	Evansville	1100 S. Bedford Ave.	HA-5-9193	GR-6-2867
Charles F. Leich (Oculist)	Evansville	124 S. E. First St.	HA-3-6434	HA-2-8403
J. M. James	Henning		6-3131	6-3181
H. J. Kolb	Glover	St. Joseph	3891	3831
James H. Taylor	Villa Grove	102 N. Main St.	7241	2981
Walter C. Blaine	Tuscola	115 E. Sale St.	75	75
G. A. Jones	Arthur		70	42
W. B. Kilton	Sullivan, Ill.	17 W. Harrison	6112	6113
O. G. Kauder	Findlay		154	149
Louis H. Miller	Pana	111 S. Locust St.	3580	2750
Jack Johnston	Nokomis	114 S. Pine St.	78-K	78-W
W. R. Greenwood	Livingston		Neptune 7-2222	Neptune 7-2222
E. H. Theis	Granite City	1365A Niedringhaus St.	Triangle 6-2072	Triangle 6-4121
J. M. Koch	Granite City	1821 Edison	Triangle 6-1023	Triangle 6-10463
V. P. Siegel	E. St. Louis	4601 State St.	Upton 5-2632	Adams 4-1332
Earl R. Rice	St. Louis	611 Olive St.	Chestnut 4847	Parkview 6356
R. H. Larson	Shelbyville	400 So. Walnut	174	130
Duncan Biddlecombe	Shelbyville	206½ E. Main St.	104	780
A. R. Whitefort	St. Elmo	405A N. Main St.	89	40
M. T. Horsman	Salem	624 W. Main St.	653	213
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.	4800	31
Clarence O. Hamilton	Mt. Vernon, Ill.	1002 Main St.	650	4424
Walter H. Alvis	Benton	Capitol Bldg.	8-8311	8-6941
C. H. Williams	West Frankfort	107 Van Buren	618	415
C. H. Eldridge	West Frankfort	214 E. Oak	247	247
Alonzo N. Baker	Marion	200 W. Main St.	784	49
James K. Rosson	Tamms		7-2123	7-2127
G. F. Cummins	Joppa	415 Ferry St., Metropolis	3216	6241
Hugh V. Ashley, Jr.	Cape Girardeau	234 N. Sprigg St.	5-7497	5-5194
Edward E. Miller	Cairo	424 Eighth St.	393	369

DANVILLE SUBDIVISION—Southward

Train Order Stations	Distance from Chicago	Distance between Stations	TIME TABLE No. 56 October 27, 1957 STATIONS	FIRST CLASS						SECOND CLASS				
				11	81	93	9	1	95	83	61	57	65	
				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
				AM	PM	PM	PM	PM	PM	AM	AM	PM	PM	
D N	16.9		CHICAGO.....	9.00	4.00	4.30	5.25	8.00	10.45	.....	.....	.....	.....	.....
.....	16.9	1.1	DOLTON JCT.....	Between Chicago and Yard Center, use C&WI time table and rules.										
D N	18.0	2.1	YARD CENTER. wox	9.33	4.33	5.03	5.58	8.32	11.18	7.00	11.30	8.00	9.00	.....
D N	20.1	6.5	THORNTON JCT. x	.....	.....	.....	.....	.....	.....	7.05	11.33	8.05	9.05	.....
.....	26.6	0.2	CHICAGO HTS.	c 9.41	c 4.41	s 5.11	s 6.07	s 8.45	c 11.27	7.15	11.43	8.15	9.15	.....
D N	26.8	0.2	M. C. TOWER.....x	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	27.0	1.8	JAY TOWER.....x	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	28.8	1.6	STEGE.....PX	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	30.4	2.1	CRETE.....PX	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	32.5	5.1	N. E.....	9.48	4.46	5.16	6.15	8.53	11.32	7.35	12.05	8.35	9.25	.....
.....	37.6	7.1	BEECHER.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	44.7	5.0	GRANT PARK.....	9.56	4.56	5.26	6.25	9.03	11.42	.....	.....	.....	.....	.....
D N	49.7	0.2	M. G. TOWER.....x	.....	.....	.....	.....	.....	.....	7.55	12.25	8.55	9.46	.....
.....	49.9	10.2	MOMENCE.....PX	10.01	5.01	5.31	s 6.31	s 9.10	11.48	.....	.....	.....	.....	.....
D N	60.1	4.1	ST. ANNE.....	10.10	5.09	5.39	6.41	c 9.19	11.58	8.09	12.37	9.07	10.03	.....
.....	64.2	3.5	PAPINEAU.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	67.7	3.8	MARTINTON.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	71.5	6.0	PITTWOOD.....	10.18	5.18	5.48	6.49	9.28	12.07	8.25	12.51	9.20	10.17	.....
D N	77.5	2.1	WATSEKA.....wx	10.24	5.23	5.53	s 6.56	s 9.38	12.13	8.32	12.58	9.26	10.27	.....
.....	79.6	2.2	COALER.....x	.....	.....	.....	.....	9.40 ⁵⁷	.....	.....	.....	9.40 ¹	.....	.....
.....	81.8	0.8	WOODLAND.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	82.6	5.5	WOODLAND JCT. P	10.29	5.28	5.59	7.02	9.44	12.19	8.40	1.10	9.49	10.35	.....
D	88.1	6.1	MILFORD.....x	10.34	.....	.....	.....	s 9.50	.....	8.48	.....	.....	.....	.....
D	94.2	5.0	WELLINGTON.....	10.40	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
D N	99.2	6.0	HOOPESTON.....x	10.45	5.42	c 6.13	.....	s 10.05	12.34	9.02	.....	10.15	.....	.....
.....	105.2	1.9	ROSSVILLE.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	107.1	4.1	ROSSVILLE JCT. ...	10.51	5.48	6.19	.....	10.12	12.40	9.14	.....	10.33	.....	.....
.....	111.2	3.1	ALVIN.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
D	114.3	8.9	BISMARCK.....	10.57	5.54	6.25	.....	10.19	12.46	9.25	.....	10.48	.....	.....
D N	123.2	2.6	DANVILLE.....wox	s 11.16	s 6.13	s 6.45	.....	s 10.59	s 1.15	9.35	.....	11.04	.....	.....
D N	125.8	0.7	WALZ.....x	11.20	6.17	6.49	.....	11.03	1.19	9.40	.....	11.10	.....	.....
.....	126.5		BREWER.....wx	11.21	6.18	6.50	.....	11.04	1.20	10.00	.....	11.15	.....	.....
				AM	PM	PM	PM	PM	AM	AM	PM	PM	PM	
Average Miles Per Hour.....				54	55	54	51	41	48					

CONDITIONAL STOPS

- No. 1—St. Anne—to discharge and receive revenue passengers.
- No. 11—Chicago Heights—to receive revenue passengers for Nashville, Tenn. and points south when advance reservations have been secured.
- No. 81—Chicago Heights—to receive revenue passengers for Tullahoma, Tenn. and points south when advance reservations have been secured.
- No. 93—Hoopeston—to discharge revenue passengers from Chicago and Chicago Heights.
- No. 95—Chicago Heights—to receive revenue passengers for stations south of Evansville.

DANVILLE SUBDIVISION—Northward

Siding, Car Capacity	Station Numbers	TIME TABLE No. 56 October 27, 1957 STATIONS	FIRST CLASS						SECOND CLASS					
			94	80	54	10	12	92	64	62	84	58		
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
			AM	AM	AM	PM	PM	PM	AM	AM	PM	AM		
	1	CHICAGO	5.30	8.25	9.30	12.45	6.45	7.50	.....	.....	.....	.....	.....
		DOLTON JCT.	Between Chicago and Yard Center use C&WI time table and rules.											
Two Tracks	18	YARD CENTER ..WOX	s 4.58	7.53	8.58	12.13	6.13	7.18	7.00	1.00	10.30	1.15	.....
	20	THORNTON JCT. ..X	4.53	7.49	8.53	12.10	6.10	7.15	3.30	8.52	9.05	11.00	.....
	27	CHICAGO HTS.	s 4.45	c 7.43	s 8.46	s 12.03	c 6.03	s 7.05	3.20	8.42	8.55	10.50	.....
			M. C. TOWER....X	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
			JAY TOWER....X	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	s133	29	STEGER.....PX	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		30	CRETE.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	N100		N. E.	4.28	7.33	8.33	11.52	5.52	6.54	3.00	8.23	8.36	10.36
		38	BEECHER.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	N112	45	GRANT PARK	4.16	7.22	8.22	11.41	5.41	6.43	.....	.....	.....	.....
			M. G. TOWER....X	2.30	7.55	8.12	10.21
	N115s80	50	MOMENCE....PX	4.10	7.16	8.16	s 11.34	5.36	s 6.36	.....	.....	.....	.....
	N86s80	60	ST. ANNE	3.56	7.07	8.07	11.22	5.27	6.23	2.15	7.31	7.55	10.07
		64	PAPINEAU.....	.....	.....	.....	11.18	5.24	.....	.....	.....	.....	.....
		68	MARTINTON....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	N78	72	PITTSWOOD....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		77	WATSEKA.....WX	3.41	6.51	c 7.50	s 11.05	5.11	s 6.05	1.55	7.05	7.25	9.42
	s95	80	COALER.....X	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		82	WOODLAND....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		83	WOODLAND JCT. ..P	3.35	6.45	7.44	10.58	5.05	5.56	1.40	6.37	6.57	9.35
		88	MILFORD.....X	3.30	5.00	s 5.50	6.50	9.28
	N118	94	WELLINGTON....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		99	HOOPESTON....X	s 3.18	6.29	s 7.27	4.49	s 5.36	6.35	9.15
	105	ROSSVILLE....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
N90s77	107	ROSSVILLE JCT. ...	3.07	6.22	7.18	.....	4.42	.....	.....	.....	6.20	9.05	.....
	111	ALVIN.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	114	BISMARCK....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	123	DANVILLE....WOX	s 2.50	s 6.05	s 7.01	.....	s 4.25	s 5.05	.....	.....	.....	.....
		WALZ.....X	2.32	5.56	6.52	.....	4.17	4.39	.....	.....	5.48	8.28	.....
	126	BREWER.....WX	2.31	5.55	6.51	.....	4.16	4.38	.....	.....	5.45	8.27	.....
Average Miles Per Hour.....			42	51	48	45	50	40	.....	.....	.....	.....	.....

Automatic Block System

CONDITIONAL STOPS

- No. 80—Chicago Heights—to discharge revenue passengers from Nashville, Tenn., and points south.
- No. 54—Watsoka—to receive revenue passengers for Chicago.
- No. 12—Chicago Heights—to discharge revenue passengers from Evansville and points south.

No. 94—Reduce speed to five (5) MPH at 26th street Heights Yard to receive Co. Mail.

DISPATCHING U. S. MAIL

No. 94—Watsoka—daily.
Reduce speed to forty (40) MPH.

EVANSVILLE SUBDIVISION—Southward

Train Order Stations	Distance from Chicago	Distance between Stations	TIME TABLE No. 56 October 27, 1957	FIRST CLASS					SECOND CLASS	
				95	11	81	93	1	83	57
				Daily	Daily	Daily	Daily	Daily	Daily	Daily
			STATIONS	AM	AM	PM	PM	PM	AM	PM
Two Tracks DN	126.5	4.5	BREWER.....WX	1.20	11.21	6.18	6.50	11.04	10.30	11.15
	131.0	6.6	GESSIE.....							
	137.6	3.5	DICKASON.....P							
	141.1	5.8	CAYUGA.....	1.34	11.35	6.31	7.04	11.20	10.48	11.33
	146.9	6.4	NEWPORT.....	1.39	11.41	6.36	7.09	11.26		
	153.3	1.3	MONTEZUMA.....							
	154.6	8.3	HILLSDALE.....	1.47	11.49	6.44	7.17	11.35	11.06	11.51
	162.9	4.4	CLINTON.....	1.55	11.57	6.52	7.25	11.45	11.19	12.03
	167.3	4.6	ATHERTON.....P							
	171.9	1.9	OTTER CREEK JCT..							
	173.8	2.7	DEWEY.....P							
	176.5	1.0	HALEY.....	2.10	12.12	7.07	7.40	12.01	11.40	12.21
	177.5	2.7	TERRE HAUTE.....W	s 2.30	s 12.18	c 7.13	s 7.46	s 12.35		
	179.9	1.4	BAKER.....P					s 12.40		
DN	181.7	11.3	SPRING HILL.....	2.35	12.23	7.18	7.51	12.42	11.50	12.27
	192.9	5.5	FARMERSBURG.....P							
	198.4	5.3	SHELburn.....							
D	203.7	5.6	SULLIVAN.....PW	2.53	c 12.43	7.36	c 8.10	c 1.02	12.21	12.50
	209.3	4.0	PAXTON.....							
	213.2	6.7	CARLISLE.....P							
	220.0	4.7	OAKTOWN.....P	3.05	12.56	7.48	8.22	1.14	12.36	1.07
	224.7	4.9	EMISON.....							
	229.5	5.1	SMITH.....P							
DN	234.7	1.7	VINCENNES.....P	s 3.45	c 1.15	c 8.08	s 8.43	s 2.00	1.05	1.25
	236.4	10.0	ALICE.....PW							
	246.3	2.4	DECKER.....P							
	248.7	3.9	HAZLETON.....	4.00	1.30	8.21	8.57	2.15	1.35	1.55
	252.3	2.8	MILLER.....P							
	255.3	2.5	PATOKA.....							
	257.9	1.1	GIBSON.....P							
DN	259.0	3.8	PRINCETON.....	4.17	1.47	8.38	s 9.17	s 2.45	2.00	2.27
	262.8	2.5	KING.....P							
	265.3	1.3	MT. VERNON JCT....							
	266.6	3.1	FORT BRANCH.....							
	269.7	6.7	HAUBSTADT.....	4.29	2.00	8.49	9.30	2.58	2.20	2.45
	276.3	7.3	INGLE.....P	4.35	2.05	8.56	9.37	3.02	2.35	2.55
DN	283.6	0.8	WANSFORD.....WO						5.00	5.00
	284.6	1.3	BELT YARD.....WX	4.42	2.12	9.03	9.44	3.12		
	285.8	1.4	UNION TRACK JCT...X	4.45	2.15	9.07	9.47	3.15		
DN	287.2		EVANSVILLE.....X	5.10	2.35	9.20	10.00	3.40		
				AM	PM	PM	PM	AM	PM	AM
Average Miles Per Hour.....				45	50	55	51	33		

CONDITIONAL STOPS

- No. 11—Sullivan and Vincennes—to receive revenue passengers for Nashville, Tenn. and points south when advance reservations have been secured.
- No. 1—Sullivan—to discharge and receive revenue passengers and to discharge and receive U. S. Mail.
- No. 81—Terre Haute—to discharge revenue passengers from Danville and stations north. To receive revenue passengers for Nashville, Tenn. and points south and to exchange U. S. Mail.
- Vincennes—to receive revenue passengers for Tullahoma, Tenn. and points south when advance reservations have been secured.
- No. 93—Sullivan—to discharge revenue passengers from Chicago.

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

No. 95—Reduce speed to fifteen (15) MPH at Baker—to discharge Co. Mail.

No. 95 and No. 1—Reduce speed to twenty (20) MPH at Wansford—to discharge Co. Mail.

DISPATCHING U. S. MAIL

No. 95—Sullivan and Princeton—daily—Reduce speed to twenty (20) MPH.

Southward—ST. LOUIS SUBDIVISION—Northward

THIRD CLASS		SECOND CLASS		FIRST CLASS	Train Order and Block, Stations	Distance from Chicago	Distance between Stations	TIME TABLE No. 56 October 27, 1957		Siding Car Capacity	Station Numbers	FIRST CLASS		SECOND CLASS		THIRD CLASS		
163		65		9				STATIONS				10		62		64		164
Daily		Daily		Daily								Daily		Daily		Daily		Daily
AM	PM	PM	PM	PM					AM	PM	AM	PM	AM	PM				
.....	10.35	1.10	7.02	B	82.6	4.9	WOODLAND JCT.....	83	10.58	6.37	1.40	.....	.....	.....	
.....	10.50	1.18	.....	DB	87.5	4.8	BRYCE.....	1088	10.53	6.32	1.30	.....	.....	.....	
.....	10.56	1.37	.....	.....	92.3	3.8	GOODWINE.....P	90 1092	10.49	6.25	1.21	.....	.....	.....	
.....	11.02	1.42	.....	DB	96.1	7.3	FOUNTAIN CREEK.....	1096	10.45	6.19	1.18	.....	.....	.....	
.....	11.12	1.52	7.21	DB	103.4	4.6	REILLY.....	1103	10.40	6.07	1.12	.....	.....	.....	
.....	11.18	2.00	7.25	NB	108.0	12.0	ELLIS.....P	89 1108	10.35	6.00	1.07	.....	.....	.....	
.....	11.33	2.15	.....	DB	120.0	5.9	ROYAL.....	1120	10.25	5.43	12.50	.....	.....	.....	
.....	11.40	2.22	c 7.40	DNB	125.9	10.6	GLOVER.....	100 1126	c10.18	5.35	12.41	.....	.....	.....	
.....	11.53	2.35	7.50	.....	136.5	3.5	BLOCK.....	1136	10.08	5.20	12.27	.....	.....	.....	
.....	11.57	2.41	.....	.....	140.0	4.8	BONGARD.....P	80 1140	10.04	5.15	12.20	.....	.....	.....	
.....	.....	.....	.....	.....	144.8	0.3	VILLA GROVE JCT.....X	1144	.....	.....	.....	.....	.....	.....
1.45	12.45 ⁶⁴	3.20	s 8.05	DNB	145.1	1.2	VILLA GROVE.....WOX	1145	s 9.58	5.05	12.10 ⁶⁵	3.30	.....	.....		
1.47	12.47	3.25 ¹⁶⁴	8.07	.....	146.3	2.6	V. E.....X	.....	9.51	4.40	11.30	3.25 ⁶¹	.....	.....		
.....	.....	.....	.....	.....	148.9	4.5	WEST RIDGE.....	1149	.....	.....	.....	.....	.....	.....
2.12	1.05	3.35	s 8.14	DNB	153.4	6.0	TUSCOLA.....P	115 1153	s 9.42	4.27	11.18	3.06	.....	.....		
2.25	1.16	3.45	8.21	DB	159.4	5.3	BOURBON.....	1159	9.36	4.16	11.10	2.58	.....	.....		
2.35	1.26	4.07 ⁶²	s 8.29	DB	164.7	3.7	ARTHUR.....P	115 1165	s 9.30	4.07 ⁶¹	11.02	2.50	.....	.....		
2.40	1.35	4.15	8.34	NB	168.4	7.7	CADWELL.....	1168	9.25	4.02	10.57	2.42	.....	.....		
2.57	1.50	4.24	s 8.44	DB	176.1	8.1	SULLIVAN.....	1176	s 9.15	3.52	10.45	2.30	.....	.....		
3.40	2.15	4.34	8.53	.....	184.2	1.0	HALL.....PX	N85 1184	9.07	3.43	10.30	2.15	.....	.....		
3.54	2.20	4.36	8.54	DNB	185.2	6.6	FINDLAY.....WX	1185	9.05	3.40	10.10	1.51	.....	.....		
.....	2.35	4.47	.....	.....	191.8	13.3	WESTERVELT.....	1192	.....	3.31	.....	.....	.....	.....
.....	3.00	5.08	.....	.....	205.1	.....	PANA.....PX	60 1205	.....	3.15	9.40	.....	.....	.....	

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

.....	7.00	8.35	.....	D	275.1	70.0	MITCHELL YARD.....wo	1276	.....	1.15	8.30	.....	.....
.....	.....	.....	.....	.....	291.7	16.6	BOWMAN AVE.....X	1292	.....	.....	.....	.....	.....
AM	AM	PM	PM						AM	PM	PM	PM	
				55	Average Miles Per Hour.....				55				

CONDITIONAL STOPS

- No. 9-Glover —to discharge revenue passengers from Chicago.
- No. 10-Glover—to receive revenue passengers for Chicago.

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

*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		Station Numbers	Siding Car Capacity	FIRST CLASS		THIRD CLASS	
183	163	9					No. 56				October 27, 1957		10	164		184
CB&Q Daily	Daily	Daily					STATIONS			Daily	Daily	CB&Q Daily		
PM	AM	PM	AM							AM	PM	AM		
.....	3.54	.....	.....	D N	185.2	7.6	FINDLAY.....	x	1185	.....	9.05	.....	1.51	.....
.....	4.10	.....	.....	.....	192.8	1.1	FAIR GROUNDS.....	x	2193	75	8.57	.....	1.35	.....
.....	.....	.....	.....	.....	193.9	10.6	SHELBYVILLE.....	x	2194	.....	s 8.55	.....	.....	.....
.....	4.37	.....	.....	D N	204.5	8.4	MODE.....	.....	2205	101	8.42	.....	1.13	.....
.....	4.48	.....	.....	.....	212.9	6.0	MOCCASIN.....	.....	2213	83	8.33	.....	1.02	.....
.....	5.05	.....	.....	D	218.9	5.5	ALTAMONT.....	.....	2219	.....	8.26	.....	12.42	.....
.....	5.17	.....	.....	D N	224.4	0.2	S. X. TOWER.....	x	2223	60	8.21	.....	12.33	.....
.....	.....	.....	.....	.....	224.6	5.1	ST. ELMO.....	x	2224	.....	s 8.20	.....	.....	.....
.....	5.30	.....	.....	.....	229.7	6.0	ST. JAMES.....	.....	2230	.....	8.14	.....	12.15	.....
.....	5.40	.....	.....	D	235.7	6.7	ST. PETER.....	.....	2236	65	8.08	.....	11.45	.....
.....	.....	.....	.....	.....	242.4	0.3	KINMUNDY.....	.....	2242	.....	c 8.01	.....	.....	.....
.....	5.50	.....	.....	D N	242.7	9.4	K. J. TOWER.....	.....	.....	.....	8.00	.....	11.30	.....
.....	{6.00	.....	.....	D N	252.1	1.7	SALEM YARD.....	wox	2252	.....	7.50	.....	{11.10	.....
.....	{7.30	.....	.....	.....	253.8	0.3	SALEM.....	x	2254	.....	s 7.43	.....	.....	.....
.....	7.38 ¹⁰	.....	.....	D N	254.1	9.2	S. A. TOWER.....	x	.....	.....	7.38 ¹⁶³	.....	9.10	.....
.....	7.55	.....	.....	D	263.3	12.4	KELL.....	.....	2263	95	7.28	.....	8.58	.....
.....	8.30 ¹⁶⁴	.....	.....	.....	275.7	0.5	MT. VERNON.....	x	2276	71	s 7.13	.....	8.30 ¹⁶³	.....
.....	8.36	.....	.....	D N	276.2	11.0	V. N. TOWER.....	.....	.....	.....	7.08	.....	.....	.....
.....	8.50	.....	.....	D	287.2	10.8	INA.....	.....	2287	96	6.56	.....	7.55	.....
.....	9.05	.....	.....	.....	298.0	7.0	BENTON.....	.....	2298	.....	s 6.44	.....	7.40	.....
.....	9.35	.....	.....	D N	305.0	3.8	WEST FRANKFORT.....	wx	2305	.....	s 6.34	.....	7.25	.....
.....	9.40	.....	.....	.....	308.8	1.9	JENKINS.....	x	2309	100	6.30	.....	7.00	.....
.....	9.50	.....	.....	D	310.7	0.6	JOHNSTON CITY.....	x	2311	.....	s 6.28	.....	6.55	.....
.....	.....	.....	.....	.....	311.3	5.3	BARLOW.....	x	2312	75	6.27	.....	6.53	.....
.....	10.45	.....	.....	N	316.6	7.4	MARION.....	x	2317	75	s 6.15 ¹⁶⁴	.....	6.30 ¹⁰	.....
.....	10.57	.....	.....	D	324.0	5.3	NEILSON.....	.....	2324	.....	6.07	.....	5.55	9.55
.....	3.55	.....	.....	D	329.3	4.7	GOREVILLE.....	wx	2329	75	6.00	.....	5.45	9.40
.....	4.05	.....	.....	.....	334.0	5.7	OMAR.....	.....	2334	74	5.53	.....	5.15	9.35
.....	4.15	.....	.....	D	339.7	5.6	WEST VIENNA.....	.....	2340	.....	5.45	.....	5.03	9.10
.....	12.30	.....	.....	D N	345.3	2.3	CYPRESS.....	wx	2345	75	.....	.....	4.55	.....
.....	.....	.....	.....	.....	347.6	8.9	JOPPA JCT.....	x	2348	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	356.5	6.3	ULLIN.....	.....	2357	75	.....	.....	.....	.....
.....	.....	.....	.....	D	362.8	6.5	TAMMS.....	.....	2363	47	.....	.....	.....	.....
.....	.....	.....	.....	.....	369.3	8.7	OLIVE BRANCH.....	.....	2369	.....	.....	.....	.....	.....
.....	.....	.....	.....	N	378.0	.....	THEBES.....	x	2378	.....	.....	.....	.....	.....

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.

.....	.....	.....	.....	.....	379.7	1.7	GALE JCT.....	x	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	380.1	0.4	BRIDGE JCT.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	D N	394.4	14.3	CHAFFEE.....	wo	2394	.....	.....	.....	.....	.....
PM	PM	.....	AM	.....	.....	.....	.....	.....	.....	AM	.....	AM	AM	AM

CONDITIONAL STOPS.

No. 9—Kinmundy—to discharge revenue passengers from Chicago.
 No. 10—Kinmundy—to receive revenue passengers for Chicago.

Northward trains are superior to southward trains of the same class.
 This is authority for No. 10 to use schedule from West Vienna without Clearance Form A.

WESTVILLE SUBDIVISION

Southward	Train Order and Block Stations	Distance from Chicago	Distance between Stations	TIME TABLE No. 56 October 27, 1957	Station Numbers	Siding Car Capacity	Station Tracks Car Capacity	Northward
				STATIONS				
.....	DNB	123.0	5.8	DANVILLE.....wx	123	.....	.....	.....
.....	.....	128.8	5.6	GRAPE CREEK...P	3129	38	.....	.....
.....	.....	132.4	3.6	WESTVILLE.....x	3132	.....	18	.....
.....	DNB	132.8	0.4	W. R. TOWER...x	.....	.....	54	.....
.....	D	142.1	9.3	INDIANOLA.....	3142	48	10	.....
.....	.....	145.6	3.5	SIDELL JCT.....x	3145	.....	.....	.....
.....	D	146.5	0.9	SIDELL.....x	3146	.....	27	.....
.....	D	152.6	6.1	ALLERTON.....	3153	.....	36	.....
.....	D	155.7	3.1	BROADLANDS.....	3156	.....	40	.....
.....	D	159.7	4.0	LONGVIEW.....	3160	.....	32	.....
.....	D	161.9	2.2	FAIRLAND.....	3162	.....	35	.....
.....	.....	164.9	3.0	VILLA GROVE JCT.x	1144	.....	.....	.....

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. 56 October 27, 1957	Station Numbers	Station Tracks Car Capacity	Northward
				STATIONS			
.....	.....	265.4	6.1	MT. VERNON JCT. x	266	.....	.....
.....	D	271.5	5.9	OWENSVILLE.....	8272	47	.....
.....	D	277.4	5.9	CYNTHIANA.....	8278	23	.....
.....	D	281.8	4.4	POSEVILLE.....	8282	55	.....
.....	.....	286.5	4.7	WADESVILLE.....	8288	.....	.....
.....	D	302.1	15.6	MT. VERNON...x	8305	.....	.....

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. 56 October 27, 1957	Station Numbers	Siding Car Capacity	Northward
				STATIONS			
.....	.....	347.6	0.9	JOPPA JCT.....x	2348	.....	.....
.....	.....	348.5	3.0	CHASCO.....x	9348	.....	.....
.....	D	351.5	11.8	KARNAK.....x	9352	152	.....
.....	D	363.3	11.8	JOPPA.....x	9363	.....	.....

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. 56 October 27, 1957	Station Numbers	Siding Car Capacity	Station Tracks Car Capacity	Northward
				STATIONS				
.....	.....	107.1	.....	ROSSVILLE JCT..x	107	.....	.....	.....
.....	D	111.8	4.7	HENNING.....x	4112	.....	40	.....
.....	D	119.8	8.0	COLLISON.....x	4120	.....	26	.....
.....	D	125.4	5.6	BROTHERS.....x	4125	.....	32	.....

CISSNA PARK SUBDIVISION

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

JUDYVILLE SUBDIVISION

.....	.....	107.1	.....	ROSSVILLE JCT..x	107	.....	.....	.....
.....	.....	110.1	3.0	JOHANNOTT.....x	.....	.....	.....	.....
.....	D	114.2	4.1	PENCE.....x	6114	.....	24	.....
.....	.....	116.0	1.8	STEWART.....x	6116	.....	.....	.....
.....	.....	120.4	4.4	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	2.8	DIXIE LINE MINE.x	7179	.....	.....	.....
.....	.....	183.6	4.3	BRAZIL CLAY CO..x	.....	.....	.....	.....
.....	.....	184.6	1.0	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—Movements of multiple unit Diesel road engines will be as follows:

a—Backup Movements—With two A units, where main track is used, crew must use leading cab.

b—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.

c—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, Montezuma, Baker, 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	Frt. MPH
Yard Center to Clinton	80	60
Against current of traffic	79	60
Clinton to Evansville	79	60
Woodland Jct. to Villa Grove	70	60
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

Trains and Engines using crossovers and turnouts. 15 MPH, except where governed by a signal indication, be governed by aspect displayed, but not exceeding .30 MPH.

10—SPEED RESTRICTIONS:

a—Diesel engines:

RDC-1	70 MPH
95-101	45 MPH
103-105, 115-133,	55 MPH
200-234	65 MPH
1100-1102, 1200-1205, 1300-1301, 1400-1409, 1500-1504, 1600-1609	80 MPH
Engines except RDC-1 with or without caboose or one coach	45 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 crawler cranes unless otherwise advised by car inspector:

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

Findlay to Cypress 25 MPH.

Alonzo to Cissna Park, 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.

11—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.

12—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.

13—SPRING SWITCHES—Yard Center South End; Steger South End; Vincennes, North End Siding; Villa Grove Jet.; V. E. end of two tracks. V. E. Yard lead; Hall North End.

14—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

15—BLOCK INFORMATION:

a—Rules 505 to 518 in effect Yard Center to Brewer.

b—WOODLAND JCT:

Interlocking controlled from Watseka Tower.

Train or engine stopped by home signal will contact operator at Watseka for instructions.

A proceed indication on southward home signals governing movement to the St. Louis Subdivision is authority for train or engine to proceed to the next Manual Block Station.

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 at Watseka.

Clearance issued and signed by the superintendent will confer the same authority as though received at the initial station. (Rule 83b)

c—DANVILLE.—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 Westville subdivision trains.

16—DANVILLE:

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.

JOINT TRACKS

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

Yard Center, Thornton Jct., M.C. Tower, Jay Tower, Steger, 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 25-25	TP 29-8
Momence	TP 48-40	TP 51-45
Watseska	MP 76	MP 80
Milford	MP 87	TP 89-1
Hoopeston	TP 97-30	TP 100-30
Danville	MP 122	MP 128

SPEED RESTRICTIONS

The following restrictions govern all trains and engines except where speed restrictions covered by Special instruction 10 are less:

	MPH
Yard Center—Over railroad crossings on main track	50
Over spring switch against current of 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
Hoopeston—Until engine has passed over street crossings	60
Danville—Between TP 122-35 and TP 123-17	15
Through the crossover between tracks 1 and 2	10
Walz—Aroung 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
27.8	Heights Yard	28
34.2	Goodenow	34
41.0	Sollitt	41
57.9	Wichert	58
118.4	West Newell	118
124.8	Oaklawn	125

EVANSVILLE SUBDIVISION

17—C.T.C. Information

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

18—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.

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

20—BLOCK INFORMATION:

a—Rules 505 to 518 in effect Brewer to Northward Home Signal Union Track Jet.

b—BELT YARD—Columbia St., Northward and Southward Dwarf signals controlled from Wansford Telegraph office.

c—UNION TRACK JUNCTION—Home signals controlled from Wansford Telegraph office.

21—WANSFORD TO EVANSVILLE—Engines in passenger service are superior to the train they are to handle.

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.

Transfer and Yard Movements over Union track between northward home signal Belt Yard and Evansville will be governed by rule 93.

INTERLOCKING PLANTS

Cayuga, Hillsdale, Clinton (South mine branch) C.M.St.P.&P., Dewey, Haley, Terre Haute, Spring Hill (2), Sullivan IC, Vincennes PRR, Vincennes B&O., Princeton Southern RR.
 CLINTON—South Mine Branch—C.M.St.P.&P.—Automatic plant. Instructions for operating release posted in door of release box located on instrument house at crossing.

TERRE HAUTE—Penna. R.R. Movements through plant governed by interlocking home signals operated from interlocking machine in office at crossing. Northward passenger train 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.

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 is 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 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 machine.

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.

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.

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 six 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

EVANSVILLE—Southern and IC.
 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
 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 10 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.....	60
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 (Light Engines use 25 seconds).....	20

Between TP 163-20 and TP 164-10.....	55
Otter Creek Jct.—Around curve.....	60
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

MPH

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 (Light Engines use 50 seconds).....	20
Hazleton—Around curves TP 248-7 to TP 248-17.....	70
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
Over Southern Railway crossing.....	35
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 Pigeon 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 Fulton Ave.	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

CLINTON MINE BRANCH 10 miles per hour.

STATIONS AND TRACKS NOT ON SCHEDULE PAGES

Miles from Chgo.	Name	No.
128.9	Rileysburg.....	129
134.2	Perrysville.....	134
138.1	Dickason Pit.....	138
149.7	WRO Jct.....	149
159.8	Standard Pit.....	161
186.2	Young.....	186
196.3	Breed Switch.....	196
241.0	Purcell.....	241
273.6	Stacer.....	274
283.0	Straight Line Jct.....	283
151.0	Wabash River Ordnance.....	152

ST. LOUIS SUBDIVISION

22—BLOCK INFORMATION:

a—Rules 305 to 373 in effect between Woodland Junction and Villa Grove Junction; V.E. and Hall; 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 between Villa Grove Junction and V.E., between TP 163-16 and TP 165-11, 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—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.

e—HALL-FINDLAY—Northward trains passing Findlay be governed by Rule 365 before leaving Hall, if do not receive clearance at Findlay indicating Condition of block.

Southward trains stopping at Hall will report clear of Block.

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 form "G" 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.

g—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.

23—EAST ST. LOUIS—trains and engines must protect their movement over 71st Street and 79th Street by a flagman.

JOINT TRACK

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.

INTERLOCKING PLANTS

Woodland Jet., Glover, Tuscola, Arthur, Sullivan, Findlay, Pana, Bowman Ave.

Arthur and Sullivan—Automatic Plants—Instructions for operating time release are posted in release box at crossing.

Trains or Engines finding home signal at stop must occupy track within 200 ft. of home signal in order to receive a proceed indication at the home signal.

RAILROAD CROSSINGS NOT INTERLOCKED

BOWMAN AVE.—TRRA.

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
Bowman Ave.....TP 291-7.....End of Line

SPEED RESTRICTIONS

	MPH
The following restrictions govern all trains and engines except where speed restrictions covered by Special Instruction 10 are less:	
Bridge C-1114 between Ellis and Royal.....	40
Villa Grove Jct.—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
Pana—Southward trains between TP 202-26 and TP 203-20.....	30
Entering or leaving NYC main tracks.....	15
Bowman Ave. to end of line.....	20

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	Chippis.....	1173
295.7	French Village.....	1296
298.3	Haydite.....	1298
298.9	Falcoal.....	1299
300.4	Black Eagle.....	1300

SALEM SUBDIVISION

24—SALEM YARD—All trains register and receive clearance at Salem Yard, except No. 9 and No. 10 will not require clearance if the train order signal indicates proceed. 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).

25—WEST FRANKFORT—

a—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.

26—JOPPA JUNCTION—North Wye Switch will be lined for Joppa Sub-division. This will be normal position of switch.

27—BLOCK INFORMATION:
Rules 505 to 518 in effect between TP 360-23 and TP 364-30.

JOINT TRACKS

Between Neilson and West Vienna, CB&Q trains use C&EI tracks and are governed by C&EI rules and instructions.

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.

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).

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

INTERLOCKING PLANTS

Findlay—Mode, S.X. Tower, K.J. Tower, S.A. Tower, V.N. Tower, Neilson, West Vienna, Tamms.

NEILSON and West Vienna—When signalman is not on duty, routes are lined and home signals cleared for C&EI movements.

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 CROSSINGS NOT INTERLOCKED

ALTAMONT—B&O.

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

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.

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 indicates Proceed, gate is properly lined for C&EI movement and crossing is clear.

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—Marion.....	TP 303-16.....	MP 320
Goreville.....	TP 327-20.....	TP 330-25
Cypress.....	MP 343.....	MP 350
Thebes.....	TP 377-1.....	Bridge Jct.

SPEED RESTRICTIONS

The following restrictions govern all trains and engines except where speed restrictions covered by Special Instruction 10 are less:

	MPH
Kaskaskia Bridge C1942 (Light engines use 45 seconds) ..	20
Except steam engines.....	15
Altamont—Curve at Depot.....	20
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 MP 228 and TP 228-24.....	40
S. A. Tower—Southward—Between home singals.....	20

	MPH
V. N. Tower—Between home signals.....	25
Freeman Mine Lead—Between Buckhorn Switch and North End Load Yard.....	20
Saline Creek Bridge C3243 (Light engines use 30 seconds) .	20
Except steam engines.....	15
Between TP 332-6 and MP 334.....	35
Grasshopper Creek Bridge C3347 (Light engines use 23 seconds).....	20
Except steam engines.....	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
Joppa Jct. North Leg of Wye.....	20
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
233.2	Loogootee.....	2233
248.2	Brubaker.....	2248
260.0	Cartter.....	2260
267.2	Texico.....	2267
276.9	JSW RR.....	2277
283.7	Bonnie.....	2284
291.7	Whittington.....	2292
314.3	Spillertown.....	2314
317.7	Tie Plant.....	2318
321.8	Hudgens.....	2322
336.4	Buncombe.....	2336
349.3	Oberts.....	2349
351.1	Perks.....	2351

WESTVILLE SUBDIVISION

28—BLOCK INFORMATION:

a—Rules 305 to 373 in effect between Danville and W.R. Tower.

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

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 instruction 10 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.
127.3	Mary Moore Mine.....	3127
148.6	Maizetown.....	3148
150.1	Hastings.....	3150
150.9	Jamaica.....	3151
.....	Jamaica Spur.....	.....

JOPPA SUBDIVISION

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

RAILROAD CROSSINGS NOT INTERLOCKED

Karnak—NYC. Gate normally across C&EI and locked. C&EI trains must approach crossing prepared to stop, but may proceed over crossing not exceeding 20 miles per hour when crossing is clear and gate is properly lined.

Crews or operator on duty operate gate and restore to normal after movement over crossing is complete.

YARD LIMITS

Joppa Jct.....	Main Line.....	MP 349
Karnak.....	MP 350.....	MP 353
Joppa.....	MP 359.....	End of subdivision

SPEED RESTRICTIONS

The following restrictions govern all trains and engines except where speed restrictions covered by Special Instruction 10 are less:

Joppa Jct. North Leg of Wye.....	MPH	20
Joppa Jct. to Joppa.....	25	
Post Creek Bridge J-3528.....	20	
Except steam engines.....	15	
Joppa—Bridge J-3634.....	15	

BROTHERS SUBDIVISION

YARD LIMITS

Rossville Jct.....	Main Line.....	End of Subdivision
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SPEED RESTRICTIONS

The following restrictions govern all trains and engines except where speed restrictions covered by Special Instruction 10 are less:

Rossville Jct. to Brothers.....	MPH	40
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STATIONS AND TRACKS NOT ON SCHEDULE PAGES

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

JUDYVILLE SUBDIVISION

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

INTERLOCKING PLANTS

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

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
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SPEED RESTRICTIONS

The following restrictions govern all trains and engines except where speed restrictions covered by Special Instruction 10 are less:

Rossville Jct. to Judyville.....	MPH	20
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BRAZIL SUBDIVISION

31—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

Burnett.

YARD LIMITS

Brazil Subdivision.....	Main Line.....	End of Subdivision
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SPEED RESTRICTIONS

The following restrictions govern all trains and engines except where speed restrictions covered by Special Instruction 10 are less:

Otter Creek Jct. to Brazil.....	MPH	25
Burnett—Over Bridge E1748.....	10	
Except steam engines.....	5	
—Between home signals.....	20	
Brazil—Over Old National Road.....	10	

CISSNA PARK SUBDIVISION

YARD LIMITS

Cissna Park Subdivision.....	Alonzo.....	End of Subdivision
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SPEED RESTRICTIONS

The following restrictions govern all trains and engines except where speed restrictions covered by Special Instruction 10 are less:

Cissna Park to Alonzo.....	MPH	30
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MT. VERNON SUBDIVISION

RAILROAD CROSSINGS NOT INTERLOCKED

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.

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 298.....	End of Subdivision

SPEED RESTRICTIONS

The following restrictions govern all trains and engines except where speed restrictions covered by Special Instruction 10 are less:

	MPH
Mt. Vernon Jct. to Mt. Vernon.....	15
Solitude—Over Bridge M2958.....	10

STATIONS AND TRACKS NOT ON SCHEDULE PAGES

Miles from Chgo.	Name	No.
282.2	I. C. Crossing.....	8283
295.7	Solitude.....	8296

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	x	x
Chicago.....37th St. Switchmen's Locker Room.....	x	x	x
Yard Center... Yard Office.....	x	x	x
Yard Center... Roundhouse Office.....	x	x	x
Chicago Heights.CHTT Diesel House.....	x	x	x
Chicago Heights.Yard Office.....	x	x	x
Danville..... Yard Office.....	x	x	x
Danville..... Passenger Depot.....	x	x	x
Danville..... Enginemen's Locker Room.....	x	x	x
Danville..... Telegraph Office (in Tower).....	x	x	x
Oaklawn... Diesel House.....	x	x	x
Oaklawn... Dispatchers' Office.....	x	x	x
Walz..... Telegraph Office.....	x	x	x
Clinton..... Yard Office.....	x	x	x
Haley..... Telegraph Office.....	x	x	x
Baker..... Yard Office.....	x	x	x
Baker..... Diesel House.....	x	x	x
Vincennes... Diesel House.....	x	x	x
Mt. Vernon, Ind.Depot.....	x	x	x
Wansford... Enginemen's Locker Room.....	x	x	x
Wansford... Yard Office.....	x	x	x
Belt Yard... Yard Office.....	x	x	x
Evansville... Union Station Telegraph Office.....	x	x	x
Evansville... Trainmen's Locker Room.....	x	x	x
Villa Grove... Depot.....	x	x	x
Mitchell Yard... Roundhouse.....	x	x	x
Mitchell Yard... Yard Office.....	x	x	x
Bowman Ave... Yard Office.....	x	x	x
Salem Yard... Yard Office.....	x	x	x
Salem... Depot.....	x	x	x
Mt. Vernon, Ill. Depot.....	x	x	x
West Frankfort. Depot.....	x	x	x
Neilson..... Telegraph Office.....	x	x	x
West Vienna... Telegraph Office.....	x	x	x
Cypress... Depot.....	x	x	x
Thebes... Depot.....	x	x	x
Joppa... Depot.....	x	x	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.
 Salem Yard... Nos. 9 and 10 register by slip.
 West Frankfort. Trains starting and terminating will register. Nos. 9 and 10 register by slip.
 Neilson..... CB&Q trains register by slip. Other trains will not register.
 West Vienna... CB&Q trains register by slip. Nos. 9 and 10 register. Other trains will not 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	4.00 PM
Wellington.....	7.00 AM to 4.00 PM	4.00 PM
Bismarck.....	7.00 AM to 4.00 PM	4.00 PM

EVANSVILLE SUBDIVISION	Week Days	Saturdays Sundays and Holidays
Clinton.....	8.00 AM to 5.00 PM	8.00 AM to 5.00 PM
Sullivan.....	8.45 AM to 5.45 PM	8.45 AM to 5.45 PM
Princeton.....	4.30 PM to 12.30 AM	4.30 PM to 12.30 AM

ST. LOUIS SUBDIVISION	Week Days	Saturdays Sundays and Holidays
Bryce.....	8.00 AM to 5.00 PM	8.00 AM to 5.00 PM
Fountain Creek.....	8.00 M to 5.00 PM	8.00 AM to 5.00 PM
Reilly.....	8.00 AM to 5.00 PM	8.00 AM to 5.00 PM
Ellis.....	4.00 PM to 12.00 PM	4.00 PM to 12.00 PM
Royal.....	8.00 AM to 5.00 PM	8.00 AM to 5.00 PM
Bourbon.....	4.00 PM to 12.00 PM	4.00 PM to 12.00 PM
Arthur.....	7.00 AM to 4.00 PM	7.00 AM to 4.00 PM
Cadwell.....	11.59 PM to 7.59 AM	11.59 PM to 7.59 AM
Sullivan.....	7.00 AM to 4.00 PM	7.00 AM to 4.00 PM

SALEM SUBDIVISION	Week Days	Saturdays Sundays and Holidays
Altamont.....	7.30 AM to 4.30 PM	7.30 AM to 4.30 PM
St. Peter.....	8.00 AM to 5.00 PM	8.00 AM to 5.00 PM
Kell.....	7.00 AM to 4.00 PM	7.00 AM to 4.00 PM
Ina.....	7.15 AM to 4.15 PM	7.15 AM to 4.15 PM
Johnston City.....	6.00 AM to 3.00 PM	6.00 AM to 3.00 PM
Marion.....	3.15 PM to 11.15 PM	3.15 PM to 11.15 PM
Neilson.....	8.15 AM to 5.15 PM	8.15 AM to 5.15 PM
Goreville.....	9.00 AM to 6.00 PM	9.00 AM to 6.00 PM
West Vienna... 8.15 AM to 5.15 PM	8.15 AM to 5.15 PM	8.15 AM to 5.15 PM
Cypress.....	9.00 AM to 5.00 PM	9.00 AM to 5.00 PM
Tamms.....	8.00 AM to 5.00 PM	8.00 AM to 5.00 PM
Thebes.....	5.30 PM to 1.30 AM	5.30 PM to 1.30 AM

WESTVILLE SUBDIVISION	Week Days	Saturdays Sundays and Holidays
Indianola.....	7.00 AM to 4.00 PM	7.00 AM to 4.00 PM
Sidell.....	8.00 AM to 5.00 PM	8.00 AM to 5.00 PM
Allerton.....	6.00 AM to 3.00 PM	6.00 AM to 3.00 PM
Broadlands.....	8.00 AM to 5.00 PM	8.00 AM to 5.00 PM

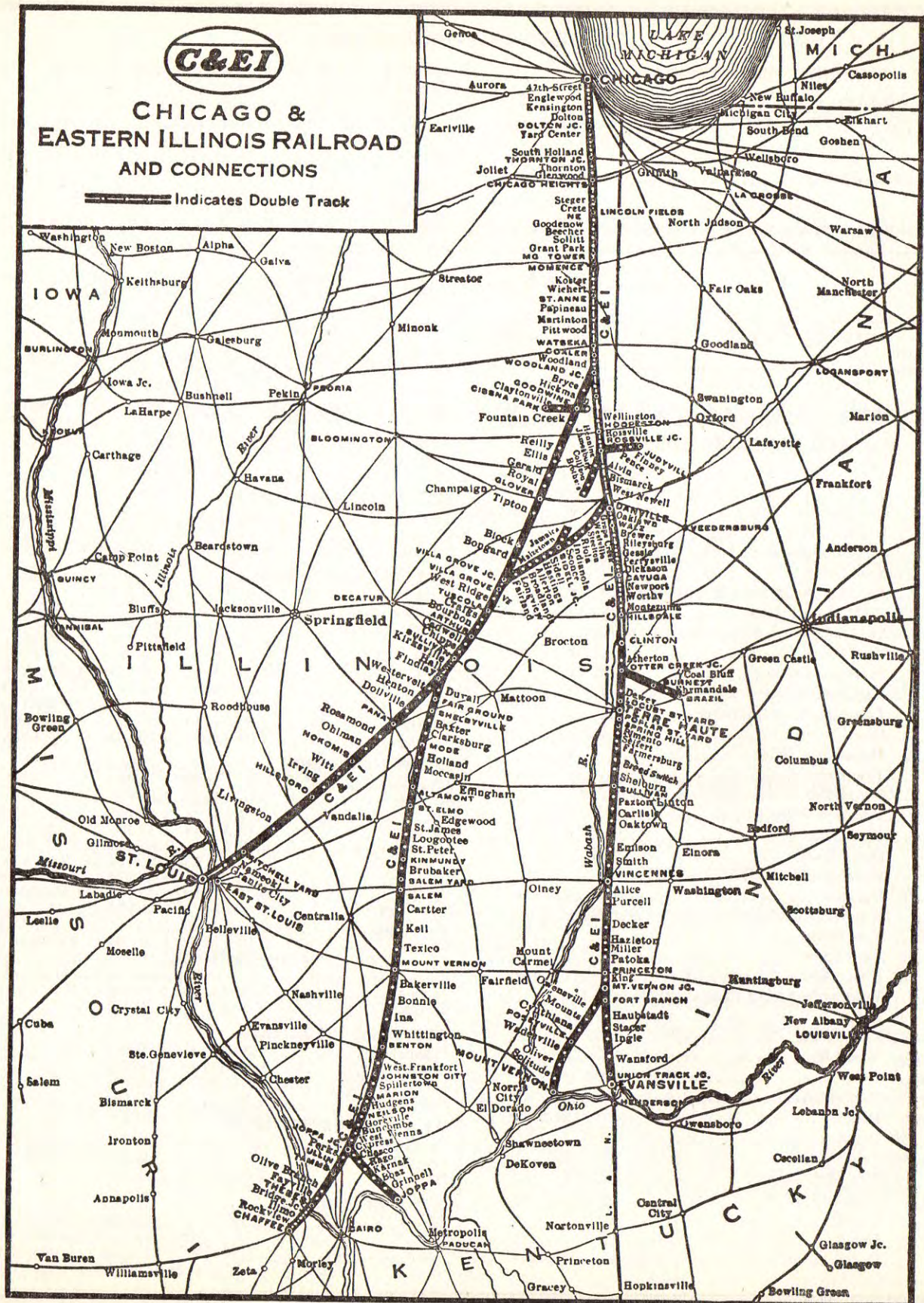
MT. VERNON SUBDIVISION	Week Days	Saturdays Sundays and Holidays
Cynthiana.....	9.00 AM to 6.00 PM	9.00 AM to 6.00 PM
Poseyville.....	6.45 AM to 3.45 PM	6.45 AM to 3.45 PM
Mt. Vernon.....	7.00 AM to 4.00 PM	7.00 AM to 4.00 PM

JOPPA SUBDIVISION	Week Days	Saturdays Sundays and Holidays
Karnak.....	8.00 AM to 12.00 PM	8.00 AM to 12.00 PM
Joppa.....	7.00 AM to 12.00 PM	7.00 AM to 12.00 PM



CHICAGO & EASTERN ILLINOIS RAILROAD AND CONNECTIONS

Indicates Double Track



Time Table No. 56—October 27, 1957

MEMORANDA

