

## SPEED TABLE

Time Min.	Per Mile Sec.	Miles Per Hour	Time Min.	Per Mile 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	10	—	6.0

J. T. THEBY, Superintendent Terminals  
W. K. BAXTER, Asst. Superintendent  
J. H. JONES, Train Master  
W. R. HILL, Train Master  
R. W. GERLOFF, Terminal Train Master  
B. BUSH, Road Foreman of Engines  
H. KUHN, Road Foreman of Engines  
G. H. PITTAWAY, Road Foreman of Engines  
M. R. MILLER, Asst. Road Foreman of Engines  
H. S. VIERLING, Asst. Road Foreman of Engines & Asst. Train Master  
F. J. WEHLING, Chief Train Dispatcher  
W. A. DONAHUE, Chief Train Dispatcher  
T. A. ROBERTS, Asst. Chief Train Dispatcher  
W. R. JOHNSON, Night Chief Train Dispatcher  
C. McCLEARY, Train Rule Examiner  
O. P. MATHIS, Train Rule Examiner  
B. P. COOPER, Asst. Train Rule Examiner



Chicago & Eastern Illinois Railroad



Effective

Sunday, December 12, 1948

12:01 A. M.

SUPERSEDING

Time Table No. 37 Dated September 26, 1948

Destroy all copies of Time Table No.37

For Government and Information of Employees Only.

D. B. JENKS, General Manager

C. H. FISCHER, Superintendent Transportation

W. M. TEMPLETON, Superintendent

## LOCATION OF TELEPHONES OTHER THAN WHERE AT BOTH ENDS OF SIDING

DANVILLE DISTRICT		Hillsdale.....North Crossover TP 157-20 Standard Pit		Miller.....TP 254-8		SALEM DISTRICT	
Yard Center...Fredericka St. So. End North Yd.		Jackson.....North Crossover Water Tank		Patoka.....TP 254-39 TP 255-8 TP 256-5		Fairground....South End Siding	
Thornton.....On Depot South End		Clinton.....End Double Track TP 163-11 TP 165-5		Princeton.....North End Trans- fer Track Sou. RR. Crossing TP 261-12		Shelbyville....So. End of Bridge	
Heights Yard...MC Connection South End Yds. Crossover		Otter Creek...TP 171-15		King.....TP 262-10 TP 262-34 TP 263-5 TP 263-10 TP 263-29		Clarksburg....South End Siding	
Steger.....TP 28-33		Dewey.....Penna Connection TP 175-34		Mt Vernon Jct..North End of Wye South End of Wye TP 266-21		Moccasin.....South End Siding	
Crete.....In Depot		Locust Street . TP 177-5		Ft. Branch....Emge Switch		Altamont.....B&O Connection South End Siding	
NE Tower....South End Siding		Terre Haute...TP 178-23 College Ave. TP 179-18 TP 179-25 TP 179-33 TP 179-36		Haubstadt....TP 269-24 TP 269-40		S.X.....North End Siding	
Goodenow....Crossover		Spring Hill...North End Siding TP 184-14		Stacer.....TP 273-34		St. James....South End Siding	
Beecher.....South End Depot		Young.....North End of Wye South End of Wye		Ingle.....TP 277-24 TP 278-20 TP 281-11		Loogootee....TP 233-06	
Sollitt.....Crossover		Pimento.....TP 189-19		Straight Line Jet.....In Building TP 284-23		St. Peter....South End Siding	
Grant Park...North End Siding In Depot		Standard.....TP 196-32 TP 197-27		Belt Yard....South End TP 285-13		KJ Tower....South End Siding	
Momence....North End Siding So. End West Yd.		Shelburn.....TP 198-11 TP 198-31 TP 200-5		Union Trk Jct..TP 285-36 TP 285-38		Salem Yd....North End	
Wichert.....In Depot		Sullivan.....North End Siding Coal Chute TP 203-34 IC Crossing TP 205-16 TP 207-28		Otter Creek Jct..Brazil Branch Switch		SA Tower....Interchange Track South End	
St. Anne.....North End South- ward Siding		Paxton.....TP 209-8 TP 209-34		Burnett.....Tower		Kell.....Depot	
Papineau....In Depot		Carlisle.....North and South End House Track TP 214-29 TP 216-27		Dixie Line Mine.At Switch		Texico.....South End Siding	
Martinton....On Depot		Oaktown.....Mill Track TP 221-26		ST. LOUIS DISTRICT		Mt. Vernon...North End Siding	
Pittwood....Crossover		Emison.....TP 224-04 TP 224-34 TP 226-32		Woodland Jct..Wye Switch		VN Tower....North End	
Watscka....No. End Old Siding		Maria Creek...TP 227-38		Hustle.....NKP Connection		Ina.....South End Siding	
Coaler.....Tower, 1st Floor		Smith.....TP 231-3 TP 232-16 TP 233-27		Daily.....North End		Benton.....North End Siding	
Milford.....So. Side of Depot		Vincennes....TP 234-27 Penna. Crossing Vincennes Frt.		Glover.....South End Siding		West Frankfort.Coal Chute	
Milford Jct....Crossover		Alice.....TP 235-37 North End Ladder Siding Crossover TP 238-37		Tipton.....TP 129-4		Orient Mine...At Switch	
Cisna Jct....Crossover		Purcell.....TP 240-32 TP 241-01 TP 242-40		Rutherford....TP 132-13		Old Ben No. 8 .At Switch	
Wellington...On Depot		Decker.....TP 246-16 TP 247-21		Villa Grove....TP 144-22 TP 144-30 TP 144-36 TP 145-37 TP 146-06 TP 146-12		Jenkins Spur...At Switch	
Hoopeston...North Crossover South Crossover		Hazelton.....TP 248-24 Station Platform South End Old Siding TP 249-19		Tuscola.....TP 153-1		Barlow Siding..At Switch TP 314-02	
Rossville....Eng. Track West Side				Chippis.....TP 173-8		Marion.....North End Siding S. Tie Plant Switch	
Rossville Jct...Jct. Sidell Branch				Sullivan.....TP 175-25 TP 176-7		Goreville....North End Siding	
Alvin.....In Depot				Okaw River...TP 181-40		Omar.....South End Siding TP 336-06	
Bismarck....On Depot				Hall.....North End Double Track Coal Chute in Booth		Cypress.....South End Siding	
West Newell...Crossover				Findlay Jct....West End of Wye		Joppa Jct....No. Wye Pole Box South Wye	
North Yard...North Crossover No. End Interlock- ing Crossover				Westervelt....On Depot South End Siding		Perks.....Water Tank	
Cory.....South Crossover TP 123-17				Henton.....TP 194-10		Tamms.....GM&O Crossing	
Oaklawn.....North Crossover Middle Crossover North Gate South Crossover				Dollville.....TP 199-13		Ullin.....South End Siding	
Brewer.....Water Tank South End South- ward Yards South Crossover						Olive Branch..North End Siding	
EVANSVILLE DISTRICT						Thebes.....Depot	
Geasie.....Crossover						Gale Jct.....M. P. Conn. Switch	
Perrysville...Crossover						WESTVILLE DISTRICT	
Dickason....North End of Siding						P&E Crossing..At Crossing	
Dickason Pit..At Crossover						Riley Track...South End	
Walnut Grove..Water Tank TP 149-12						Maring.....At Switch	
Newport.....On Depot						WR Tower....North End Storage	
Dana Storage...TP 149-26						Bunsen.....Switch	
Montezuma...So. End of Depot						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	
						Henning.....On Depot	
						Jamesburg....TP 115-35	
						Collison.....On Depot	
						Brothers.....On Depot	
						Bronson.....At Tower	
						Ryan.....Near Crossing	
						Jamaica.....On Depot	

**SURGEONS**

NAME	LOCATION	OFFICE PHONE	RESIDENCE PHONE
Ray S. Westline, Chief Surgeon	Chicago	WE 6-5577	DO 3-3309
E. L. Arensdorf, Asst. Chief Surgeon	Chicago	WE 6-5577	RA 3-1217
Roland A. Jacobson	Chicago	HA 7-1774	Oak Park
Chas. F. Clayton	Chicago	PU 5-0138	PU 5-0138
J. A. Kollar	Dolton	IN 8-9718	Riverdale 2
Frances J. Armbruster	Chicago Heights	2833	2831
H. S. Hiatt	Beecher	2211	3641
Charles H. Ruch	Momence	80	81
Donald A. Meier	St. Anne	130	116
G. W. Ross	Watseka	16	135
E. Forest Herdian	Watseka	Main 2	Main 2
A. L. Green	Milford	2 R 7	3 R 7
W. R. Roberts	Cissna Park	47	108
E. L. Roberts	Cissna Park	47	133
R. G. Kline	Hoopeston	236	155
R. P. Donovan	Rossville	800	800
O. P. Donovan	Bismarck		52
Melvin L. Hole	Danville	399	1470
James E. McKibben	Danville	3617	1438
J. S. Curtis	Danville	221	3733
Harry Smith	Danville	861	861
W. A. Johnson	Perrysville	33	9
Ralph E. Brown	Cayuga	263	263
J. L. Saunders	Newport	83	83
Paul B. Casebeer	Clinton	123	124
C. C. Sourwine	Brazil	401	458
M. C. Topping	Terre Haute	C-2652	C-8983
Albert M. Mitchell	Terre Haute	C-5652	C-2193
W. E. Stewart	Terre Haute	Crawford 4003	C-1656-C-8624
J. P. Oliphant	Farmersburg	89-A	89-B
C. F. Briggs	Sullivan, Ind.	263	306
J. Stanley Brown	Carlisle	Main 4	Main 100
E. W. Beckes	Vincennes	2054	1210
H. M. Arthur	Hazleton	362	363
O. T. Brazelton	Princeton	647	647
J. R. Montgomery	Owensville	79 F 3	79 F 4
S. W. Boren	Poseyville	24-1	24-3
Frank W. Oliphant	Mt. Vernon, Ind.	180-W	180-W
W. F. Morris	Ft. Branch	113	113
J. H. McCool	Evansville	5-6201	2-3164
W. E. McCool	Evansville	3-2102	3-2102
W. A. Heinrich	Evansville	5-6201	5-6133
Wm. H. Field	Evansville	3-6434	3-0650
Carl C. Dillon	Sidell	20 R 2	20 R 3
J. M. James	Henning	1	7
P. C. Casto	St. Joseph	2161	2326
James Taylor	Villa Grove	63 R 1	71
Walter C. Blaine	Tuscola	75	75
C. O. Norris	Arthur	14	14 X
W. B. Kilton	Sullivan, Ill.	6112	6113
O. G. Kauder	Findlay	154	149
L. H. Miller	Pana	3582	2750
C. W. Vaughn	Nokomis	8	28
J. W. Adams	Witt	131	132
Z. V. Kimball	Hillsboro	92	94
R. C. Berry	Livingston	3 x 2	3 x 2
H. P. Reuss	Granite City	Tri City 99	Tri City 443
Earl Rice	St. Louis	Chestnut 5844	Parkview 6356
Charles H. Hulick	Shelbyville	302	348
Duncan Biddlecomb	Shelbyville	486	486
Harry Schumacher	Altamont	94 A	94 B
A. R. Whitefort	St. Elmo	89	40
H. L. Logan	Salem	44	128
T. D. Laney	Salem	260	127
Harry G. Thompson	Mt. Vernon, Ill.	650	31
Walter H. Alvis	Benton	191	432
C. O. Lane	W. Frankfort	126	366
C. H. Eldridge	W. Frankfort	247	247
W. J. Clayton	Johnston City	177 R 2	177 R 3
A. N. Baker	Marion	784	49 N
H. A. Felts	Marion	612	595
W. W. Ritchey	Goreville	26 R 3	26 R 2
William Thomson	Cypress		
James K. Rosson	Tamm	20	23
A. Lottman	Olive Branch	7	7
G. F. Cummings	Joppa	404 W 1	404 W 2
G. A. Sample	Chaffee, Mo.	50	67

**LOCATION GENERAL ORDER BOARDS, STANDARD CLOCKS AND TRAIN REGISTERS**

Station	Location	General Order Board	Standard Clock	Train Register (See Note)
Chicago	Dearborn Sta. Dispatchers' Office		x	x
Chicago	Dearborn Sta. Conductors' Room	x		
Chicago	35th St. Switchmen's Locker Room	x		
Chicago	51st St. Roundhouse Office	x		
Yard Center	Yard Office	x	x	x
Yard Center	Roundhouse Office	x	x	
Chicago Heights	CHTT Switchmen's Cabin	x		
North Yard	Yard Office	x	x	x
Danville	Passenger Depot		x	
Danville	Enginemen's Locker Room	x		
Oaklawn	Roundhouse Office	x	x	
Brewer	Yard Office			x
Jackson	Yard Office	x		
Haley	Telegraph Office		x	x
Locust Street	Yard Office	x	x	x
Locust Street	Roundhouse Office	x		
Terra Haute	Union Depot Telegraph Office	x	x	
Alto	Telegraph Office	x		
Mt. Vernon, Ind.	Depot	x		x
Wansford	Roundhouse Office	x		
Wansford	Telegraph Office	x	x	x
Belt Yard	Yard Office	x		x
Evansville	Union Station Telegraph Office	x	x	x
Villa Grove	Roundhouse Office	x		
Villa Grove	Depot	x	x	x
Findlay	Depot	x		
Findlay Jct.	Interlocking Station			x
Pana	Depot			x
Mitchell Yard	Roundhouse	x		
Mitchell Yard	Yard Office	x	x	x
St. Louis	Union Station	x	x	x
Salem Yard	Roundhouse	x		
Salem Yard	Yard Office	x	x	x
Salem	Depot	x		
West Frankfort	Roundhouse	x		
West Frankfort	Depot		x	x
Centralia	C.B.Q.	x		
Herrin Jct.	C.B.Q.	x		
Paducah	N.C.St.L. Yard Office	x		
Cypress	Depot	x	x	x
Thebes	Depot	x	x	x
Joppa	Depot			x

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

Yard Center.....Through first class trains register by slip.  
 North Yard.....Westville District trains register by slip.  
 Danville.....All trains register by slip at North Yard and Cory instead of Danville.  
 Brewer.....Evansville District freight trains register by slip at Wals instead of Brewer.  
 Haley.....Nos. 362 and 363 register by slip.  
 Wansford.....First class trains register by slip.  
 Engines in passenger service starting from Wansford and returning from Evansville register at Wansford.  
 Belt Yard.....Freight trains register by slip at Wansford instead of Belt Yard.  
 Woodland Jct.....St. Louis District trains register by slip.  
 Villa Grove Jct.....Westville District trains register at Villa Grove.  
 Villa Grove.....All trains register.  
 Findlay Jct.....All trains register by slip.  
 Pana.....All trains register by slip.  
 Salem Yard.....All trains register. Nos. 25 and 26 register by slip.  
 Neilson.....CB&Q trains register by slip.  
 W. V. Tower.....CB&Q trains register by slip.  
 Cypress.....All first class trains register.  
 Thebes.....All trains register.

**DANVILLE DISTRICT—Southward**

Train Order Stations	Distance from Chicago	Distance between Stations	TIME TABLE No. 38 December 12, 1948	FIRST CLASS											
				223	99	3	91	23	93	81	25	97	95	1	
				The Silent Knight	Dixie Flagler	Whippoorwill	Dixieland	The Cardinal	Dixie Limited	Georgian	Meadowlark	Dixie Mail	Dixie Flyer	The Silent Knight	
STATIONS				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
DN			CHICAGO	LEAVE AM	LEAVE AM	LEAVE AM	LEAVE AM	LEAVE AM	LEAVE PM	LEAVE PM	LEAVE PM	LEAVE PM	LEAVE PM	LEAVE PM	LEAVE PM
	16.9		CHICAGO		8.10	8.25	8.45	9.15	12.30	4.15	5.10	7.15	10.25	11.15	
			DOLTON JCT.	Between Chicago and Yard Center, trains will use C&W current time table. See rule 1 page 22.											
DN	18.0	1.1	YARD CENTER...w		8.40	8.55	9.15	9.45	1.00	4.45	5.40	7.45	10.55	11.45	
	19.5	1.5	SO. HOLLAND												
DN	20.1	0.6	THORNTON JCT.												
	21.7	1.6	THORNTON												
	26.6	4.9	CHICAGO HTS.		c 8.47	s 9.03	9.24	s 9.54	s 1.09	c 4.52	s 5.50	s 7.54	11.05	s11.58	
DN	26.8	0.2	M. C. TOWER												
	27.0	0.2	JAY TOWER												
	27.8	0.8	HEIGHTS YARD												
	28.8	1.0	STEGER												
	30.4	1.6	CRETE												c12.05
DN	32.5	2.1	N. E. TOWER		8.52	9.09	9.31	10.00	1.19	4.59	5.56	8.03	11.14	12.10	12.10
	37.6	5.1	BEECHER												c12.19
	44.7	7.1	GRANT PARK		9.02	9.19	9.41	10.10	1.29	5.09	6.07	8.13	11.23	12.28	c12.28
DN	49.7	5.0	M. G. TOWER												
	49.0	0.2	MOMENCE		9.06 <sup>71</sup>	9.23 <sup>71</sup>	9.45 <sup>71</sup>	10.15	1.34	5.13	s 6.12	8.18	11.27	s12.35	
	50.8	0.9	MOMENCE YD. P&W						1.36 <sup>61</sup>						
	57.9	7.1	WICHERT												
DN	60.1	2.2	ST. ANNE		9.14	9.32	9.54	10.24 <sup>71</sup>	1.43	5.21	6.22	8.28	11.37	12.46	c12.46
	64.2	4.1	PAPINEAU...w												c12.51
	67.7	3.5	MARTINTON		9.20		10.00	10.30	1.49	5.27	6.28	8.35	11.45	12.56	c12.56
	71.5	3.8	PITTSWOOD												
DN	77.5	6.0	WATSEKA		9.28	c 9.47	10.09	s10.39	1.57	5.35	s 6.39	s 8.45	c11.55	s 1.08	
	79.6	2.1	COALER...o&w				10.20	10.45	2.02			8.53	12.02 <sup>65</sup>	1.18	
	81.8	2.2	WOODLAND												
DN	82.6	0.8	WOODLAND JCT.		9.34	9.53	10.25	10.49	2.09	5.42	6.45	8.59	12.08	1.25	
D	88.1	5.5	MILFORD			s 9.59	10.31		2.14			s 9.05	12.13	s 1.32	
	89.1	1.0	MILFORD JCT.												
	92.7	3.6	CISSNA JCT.												
D	94.2	1.5	WELLINGTON...w		9.43										c 1.40
DN	99.2	5.0	HOOPESTON		9.47	s10.13	10.42		2.24	5.58		s 9.19	12.26	s 1.50	
	105.2	6.0	ROSSVILLE											c 2.00	
	107.1	1.9	ROSSVILLE JCT. w		9.53	10.20	10.49		2.33	6.03		9.29	12.33		
	111.2	4.1	ALVIN												f 2.05
D	114.3	3.1	BISMARCK		9.58		10.55		2.42	6.09		9.36	12.39	2.12	
	118.4	4.1	WEST NEWELL												
DN	123.0	4.6	NORTH YARD	1.25	10.07	10.37	11.04		2.53	6.18		9.46	12.48	2.25	
	123.2	0.2	DANVILLE	1.30	s10.13	s10.43	s11.14		s 3.04	s 6.26		s 9.59	s12.59	s 2.45	
DN	123.4	0.2	CORY		10.14	10.44	11.15		3.05	6.27		10.00	1.00	2.46	
DN	125.8	2.4	WALZ		10.17	10.47	11.19		3.09	6.30		10.04	1.04	2.50	
	126.5	0.7	BREWER...w		10.18	10.48	11.20		3.10	6.31		10.05	1.05	2.51	
				AM ARRIVE	AM ARRIVE	AM ARRIVE	AM ARRIVE	AM ARRIVE	PM ARRIVE	PM ARRIVE	PM ARRIVE	PM ARRIVE	PM ARRIVE	AM ARRIVE	AM ARRIVE
Average Miles Per Hour					59	53	49	53	47	56	52	45	47	35	

DANVILLE instead of Brewer is district initial-terminal station for through first class schedules on Danville and Evansville Districts. No. 223 is authorized to use schedule between North Yard and Danville without Blank A authority.

# DANVILLE DISTRICT—Southward

Siding Car Capacity	Station Numbers	Distance between Stations	TIME TABLE No. 38 December 12, 1948	SECOND CLASS						THIRD CLASS			
				61	51	63	65	57	55	71	75		
				The Motor	The Packer	The Merchant-man	Through Freight	The Thunder-bolt	Through Freight	Switcher	Switcher		
				Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday		
			LEAVE PM	LEAVE PM	LEAVE PM	LEAVE PM	LEAVE PM	LEAVE AM	LEAVE AM	LEAVE AM			
	0	16.9	<b>CHICAGO</b> .....										
			<b>DOLTON JCT.</b> .....	Between Chicago and Yard Center trains will use C&WI current time table. See rule 1 page 22.									
	18	1.1	<b>YARD CENTER</b> ..... W	12.30	1.15	6.50	10.00	11.00	1.00	7.00			
	19	0.6	<b>SOUTH HOLLAND</b> .....										
	20	0.6	<b>THORNTON JCT.</b> .....	12.33	1.18	6.55	10.05	11.07	1.05				
	22	1.6	<b>THORNTON</b> .....										
	27	4.9	<b>CHICAGO HEIGHTS</b> .....	12.43	1.27	7.04	10.15	11.18	1.17				
		0.2	<b>M. C. TOWER</b> .....										
		0.2	<b>JAY TOWER</b> .....										
		0.8	<b>HEIGHTS YARD</b> .....										
133	29	1.0	<b>STEGER</b> ..... P										
	30	1.6	<b>CRETE</b> .....										
	38	2.1	<b>N. E. TOWER</b> .....	1.00	1.47	7.23	10.45	11.30	1.45	7.40			
	45	5.1	<b>BEECHER</b> .....										
	45	7.1	<b>GRANT PARK</b> .....										
		5.0	<b>M. G. TOWER</b> .....	1.22	2.11	7.46	11.06	11.51	2.12				
	50	0.2	<b>MOMENCE</b> .....								9.06		
	80	0.9	<b>MOMENCE YARD</b> ..... P&W	1.36 <sup>93</sup>	2.13	7.48	11.09	11.53	2.25		9.45 <sup>91</sup>		
	58	7.1	<b>WICHERT</b> .....										
80	60	2.2	<b>ST. ANNE</b> .....	1.52	2.25	8.00	11.21	12.05	2.40	10.24 <sup>23</sup>			
	64	4.1	<b>PAPINEAU</b> ..... W										
	68	3.5	<b>MARTINTON</b> .....										
	72	3.8	<b>PITTWOOD</b> .....	2.07	2.40	8.14	11.35	12.18					
	77	6.0	<b>WATSEKA</b> .....	2.15	2.47	8.23	11.42	12.27	3.05	11.30			
95	80	2.1	<b>COALER</b> ..... C&W	2.25	2.58	8.35	12.02 <sup>95</sup>	12.46	3.20				
	82	2.2	<b>WOODLAND</b> .....										
	83	0.8	<b>WOODLAND JCT.</b> .....	2.30	3.03	8.47	12.13	12.55	3.27				
	88	5.5	<b>MILFORD</b> .....		3.10								
	89	1.0	<b>MILFORD JCT.</b> .....										
	93	3.6	<b>CISSNA JCT.</b> .....										
	94	1.5	<b>WELLINGTON</b> ..... W										
	99	5.0	<b>HOOPESTON</b> .....		3.23			1.19	3.52		11.00		
	106	6.0	<b>ROSSVILLE</b> .....										
77	107	1.9	<b>ROSSVILLE JCT.</b> ..... W		3.33			1.27	4.10				
	111	4.1	<b>ALVIN</b> .....										
	114	3.1	<b>BISMARCK</b> .....		3.48			1.35					
	118	4.1	<b>WEST NEWELL</b> .....										
	123	4.6	<b>NORTH YARD</b> .....		4.00			1.46	4.35	2.15	11.30		
	123	0.2	<b>DANVILLE</b> .....										
		0.2	<b>CORY</b> .....		4.04			1.48	4.39	2.20			
		2.4	<b>WALZ</b> .....		4.09			1.55	4.46	2.30			
	126	0.7	<b>BREWER</b> ..... W		4.15			2.00	5.00	2.35			
				PM	PM	PM	AM	AM	AM	PM	AM		
				ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE		

Average Miles Per Hour.....	33	36	34	30	36								
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### DANVILLE DISTRICT—Northward

Train Order Stations	Distance from Chicago	Distance between Stations	TIME TABLE No. 38 December 12, 1948	FIRST CLASS										
				94	224	96	80	26	92	90	8	4	98	24
				Dixie Flyer	The Silent Knight	Dixie Mail	Georgian	Meadow-lark	Dixie Limited	Dixieland	Local Passenger	Whippoorwill	Dixie Flagler	The Cardinal
STATIONS			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
DN			ARRIVE AM	ARRIVE AM	ARRIVE AM	ARRIVE AM	ARRIVE AM	ARRIVE PM	ARRIVE PM	ARRIVE PM	ARRIVE PM	ARRIVE PM	ARRIVE PM	ARRIVE PM
	16.9		5.10		8.55	8.40	11.59	2.00	6.45	8.25	10.15	10.55	10.30	
Between Yard Center and Chicago trains will use C&WI current time table. See rule 1 page 22.														
	16.9	CHICAGO												
	18.0	DOLTON JCT.												
	19.5	YARD CENTER... w	s 4.38		8.23	8.04	11.27	1.28	6.13	7.50	9.43	10.23	9.58	
	20.1	SO. HOLLAND												
	21.7	THORNTON JCT...	4.36		8.10				6.09	7.42			9.56	
	26.6	THORNTON												
	26.8	CHICAGO HTS.	s 4.29		s 8.00	c 7.54	s 11.18	c 1.13	6.00	s 7.33	s 9.33	c 10.14	s 9.49	
	27.0	M. C. TOWER												
	27.8	JAY TOWER... w												
	28.8	HEIGHTS YARD												
	30.4	STEGEY... P												
	32.5	CRETE												
	37.6	N. E. TOWER	4.19 <sup>64</sup>		7.48 <sup>80</sup>	7.48 <sup>86</sup>	11.12	1.08 <sup>70</sup>	5.52	7.19	9.25	10.08	9.43	
	44.7	BEECHER	4.12		7.41			12.58	5.47	7.10				
	49.7	GRANT PARK	4.02		7.32	7.37	11.01	12.51	5.40	7.01	9.15	9.58	9.31	
	49.9	M. G. TOWER												
	50.8	MOMENCE	3.56		s 7.24	7.32	s 10.56	12.46	5.35	s 6.52	9.10	9.53	9.25	
	57.9	MOMENCE YD.P&W	3.55 <sup>52</sup>											
	60.1	WICHERT												
	64.2	ST. ANNE	3.44		7.14	7.24	f 10.46 <sup>70</sup>	12.34	5.26	s 6.42	9.01	9.44	9.15	
	67.7	PAPINEAU... w						12.29		6.36				
	71.5	MARTINTON								f 6.31				
	77.5	PITWOOD	3.34								8.50		9.01	
	79.6	WATSEKA	3.28		s 6.56	7.09	s 10.32	c 12.17	5.11	s 6.14	8.45	9.29	s 8.55	
	81.8	COALER... C&W	3.25		6.48	7.05	10.29 <sup>60</sup>	12.10	5.06	6.04	8.42	9.27	8.50	
	82.6	WOODLAND												
	88.1	WOODLAND JCT...	3.16		6.38	7.03	10.26	12.05	4.59	5.59	8.39	9.24	8.44	
	89.1	MILFORD	3.11		f 6.30			12.00	4.54	s 5.50	8.34			
	92.7	MILFORD JCT.												
	94.2	CISSNA JCT.												
	99.2	WELLINGTON... w	3.05		6.20			11.53		f 5.40				
	105.2	HOOPESTON	3.00		s 6.12	6.48		s 11.47	4.43	s 5.33	8.25	9.09		
	107.1	ROSSVILLE								s 5.19				
	111.2	ROSSVILLE JCT. w	2.52		6.02	6.41		11.35	4.38	5.14	8.19	9.02		
	114.3	ALVIN	2.48					11.31		f 5.08				
	118.4	BISMARCK			5.55									
	123.0	WEST NEWELL												
	123.2	NORTH YARD	2.34	3.05	5.45	6.26		11.18	4.22	4.54	8.05	8.47		
	123.4	DANVILLE	s 2.33	3.00	s 5.44	s 6.25		s 11.17	s 4.21	s 4.53	s 8.04	s 8.46		
	125.8	CORY	2.12		5.29	6.20		11.11	4.13	4.31	7.58	8.42		
	126.5	WALZ	2.08		5.25	6.16		11.08	4.09	4.27	7.54	8.38		
		BREWER... w	2.07		5.24	6.15		11.07	4.08	4.26	7.53	8.37		
			AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	
			LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	
Average Miles Per Hour.....			42		36	52	53	44	49	32	54	55	47	

DANVILLE instead of Brewer is district initial-terminal station for through first class schedules on Danville and Evansville Districts. No. 224 is authorized to use schedule between Danville and North yard without Blank A authority.

# DANVILLE DISTRICT—Northward

Siding Car Capacity	Station Numbers	Distance between Stations	TIME TABLE No. 38 December 12, 1948	SECOND CLASS					THIRD CLASS			
				64	58	62	56	52	74	70	60	
				The Merchant-man Daily	The Thunder-bolt Daily	Through Freight Daily	Through Freight Daily	Through Freight Daily	Switcher Daily Ex. Sunday	Switcher Daily Ex. Sunday	Through Freight Daily	
STATIONS			ARRIVE AM	ARRIVE PM	ARRIVE AM	ARRIVE AM	ARRIVE AM	ARRIVE AM	ARRIVE PM	ARRIVE PM		
	0	16.9	<b>CHICAGO</b> .....									
		1.1	<b>DOLTON JCT.</b> .....	Between Yard Center and Chicago trains will use C&WI current time table. See rule 1 page 22.								
	18	1.5	<b>YARD CENTER</b> ..... W	5.30	9.30	1.00	2.45		5.50	3.00	1.00	
	19	0.6	<b>SOUTH HOLLAND</b> .....									
	20	1.6	<b>THORNTON JCT.</b> .....	4.45	9.00	12.40	2.30		5.40		12.53	
	22	4.9	<b>THORNTON</b> .....									
	27	0.2	<b>CHICAGO HEIGHTS</b> .....	4.37	8.45	12.30	2.15				12.30	
		0.2	<b>M. C. TOWER</b> .....									
		0.8	<b>JAY TOWER</b> ..... W									
		1.0	<b>HEIGHTS YARD</b> .....									
	29	1.6	<b>STEGER</b> ..... P									
	30	2.1	<b>CRETE</b> .....									
100	38	5.1	<b>N. E. TOWER</b> .....	4.19 <sup>94</sup>	8.34	12.06	2.00			1.06 <sup>92</sup>	12.10	
	85	7.1	<b>BEECHER</b> .....									
	50	5.0	<b>GRANT PARK</b> .....									
	115	0.2	<b>M. G. TOWER</b> .....	3.37	8.06	11.30	1.15				11.40	
	58	0.9	<b>MOMENCE</b> .....									
	86	7.1	<b>MOMENCE YARD</b> ..... P&W	3.35	8.04	11.25	1.00	3.55 <sup>94</sup>			11.38	
	78	2.2	<b>WICHERT</b> .....									
	64	4.1	<b>ST. ANNE</b> .....	3.22	7.50	11.05	12.45			11.20 <sup>80</sup> 10.46 <sup>26</sup>	11.20 <sup>70</sup>	
	88	3.5	<b>PAPINEAU</b> ..... W									
	78	3.8	<b>MARTINTON</b> .....									
	87	6.0	<b>PITTWOOD</b> .....									
	82	2.1	<b>WATSEKA</b> .....	2.55	7.15	10.40	12.10			9.45	10.39	
	88	2.2	<b>COALER</b> ..... C&W	2.49	7.08	10.25	11.58				10.29 <sup>26</sup>	
	88	0.8	<b>WOODLAND</b> .....									
	88	5.5	<b>WOODLAND JCT.</b> .....	2.34	6.49	10.15	11.43	2.39			10.10	
	89	1.0	<b>MILFORD</b> .....		6.42		11.35					
	93	3.6	<b>MILFORD JCT.</b> .....									
	118	1.5	<b>CISSNA JCT.</b> .....									
	106	5.0	<b>WELLINGTON</b> ..... W						7.30			
	90	6.0	<b>HOOPESTON</b> .....		6.28		11.17					
	111	1.9	<b>ROSSVILLE</b> .....									
	114	4.1	<b>ROSSVILLE JCT.</b> ..... W		6.15		11.03					
	118	3.1	<b>ALVIN</b> .....									
	123	4.1	<b>BISMARCK</b> .....									
	123	4.6	<b>WEST NEWELL</b> .....									
	123	0.2	<b>NORTH YARD</b> .....		5.40		10.43	12.17	6.35	8.15		
	126	0.2	<b>DANVILLE</b> .....									
		2.4	<b>CORY</b> .....		5.38		10.40					
		0.7	<b>WALZ</b> .....		5.33		10.35					
			<b>BREWER</b> ..... W		5.30		10.30	12.05		8.00		
				AM	PM	PM	PM	AM	AM	AM	AM	
				LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	

Average Miles Per Hour..... 22      27      24      26

## EVANSVILLE DISTRICT—Southward

Train Order Stations	Distance from Chicago	Distance between Stations	TIME TABLE		FIRST CLASS							
			No. 38		95	1	99	3	91	93	81	97
			December 12, 1948		Dixie Flyer	Passenger	Dixie Flagler	Whippoorwill	Dixieland	Dixie Limited	Georgian	Dixie Mail
STATIONS			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
			LEAVE AM	LEAVE AM	LEAVE AM	LEAVE AM	LEAVE AM	LEAVE PM	LEAVE PM	LEAVE PM		
	128.5		W 1.05	2.51	10.18	10.48	11.20	3.10	6.31	10.05		
	131.0	4.5		f 2.58								
	134.3	3.3		f 3.02								
	136.9	2.6		3.06								
DN	141.1	4.2		s 3.13	10.31	11.00	11.34	3.23	6.44	c10.19		
	143.7	2.6	W									
	146.9	3.2		s 3.20	10.37	11.05	11.40	3.28	6.50	10.25		
	149.7	2.8										
	153.3	3.6		s 3.32								
DN	154.6	1.3		c 3.35	10.46	11.13	11.49	3.37	7.00	10.34		
	162.2	7.6	W									
DN	162.9	0.7		s 3.48		s11.22	11.58	3.45		c10.44		
	167.3	4.4	P									
	171.9	4.6										
	173.8	1.9	P									
DN	176.5	2.7		2.02	4.06	11.09	11.39	12.15	4.03	7.22	11.00	
	177.3	0.8										
DN	177.5	0.2		s 2.14	s 4.30	s11.15	s11.45	s12.19	s 4.10	s 7.28	s11.16	
	180.2	2.7	W									
DN	181.6	1.4		2.21	4.37	11.20	11.50	12.25	4.17	7.33	11.23	
	189.0	7.4			c 4.47							
	192.2	3.2	P&W									
	192.9	0.7			s 4.52							
	198.4	5.5			s 5.00							
DN	203.7	5.3	C&W	2.49	s 5.28	11.39	s12.10	12.52	c 4.45	7.52	c11.55	
	209.3	5.6			c 5.37							
	213.3	4.0	P		s 5.50							
	220.0	6.7		3.08	s 6.02	11.54	12.23	1.07	5.00	8.07	12.10	
	224.7	4.7			f 6.11							
	229.6	4.9	P									
	234.7	5.1	P	s 3.40	s 6.55	c12.08	s12.42	1.25	s 5.23	c 8.23	s12.40	
	236.4	1.7	P&W									
	246.4	10.0	P		s 7.10							
	248.8	2.4		4.00	s 7.17	12.24	12.57	1.43	5.40	8.36	1.00	
	252.7	3.9	P									
	255.5	2.8			s 7.27							
	258.4	2.9	P									
DN	259.1	0.7		4.16	s 7.51	12.35	s 1.16	1.57	s 6.00	8.49	s 1.25	
	262.9	3.8	P									
	265.4	2.5	W									
	266.7	1.3	P		s 8.06							
	269.8	3.1		4.33	f 8.12	12.50	1.28	2.09	6.20	9.03	1.40	
	276.5	6.7	P		c 8.25							
DN	283.8	7.3			s 8.32							
	284.6	0.8		4.48	8.34	1.07	1.40	2.23	6.41	9.18	1.56	
	285.9	1.3		4.51	8.37	1.11	1.43	2.27	6.45	9.22	2.00	
DN	287.3	1.4		5.05	8.50	1.23	1.55	2.40	7.00	9.35	2.15	
			AM		AM	PM	PM	PM	PM	PM	AM	
			ARRIVE		ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	
Average Miles Per Hour			40	27	52	52	49	42	52	39		

DANVILLE instead of Brewer is district initial—terminal station for through first class schedules on Danville and Evansville Districts.  
 BELT YARD—NORTHWARD HOME SIGNAL TO EVANSVILLE, SOUTHWARD TRAINS ARE SUPERIOR TO NORTHWARD TRAINS.  
 TIME OF FIRST CLASS TRAINS APPLIES AT NORTHWARD HOME SIGNAL.



# EVANSVILLE DISTRICT—Southward

Siding Car Capacity	Station Numbers	Distance between Stations	TIME TABLE No. 38 December 12, 1948		SECOND CLASS				THIRD CLASS			
					57	51			361	363	403	55
					The Thunder-bolt	The Paoker			Local Freight	Local Freight	Mixed	Through Freight
			STATIONS	Daily	Daily			Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily	
				LEAVE AM	LEAVE PM			LEAVE AM	LEAVE AM	LEAVE AM	LEAVE PM	
	126	4.5	BREWER.....W	2.40	5.10				6.45		12.01	
	131	3.3	GESSIE.....									
	134	2.6	PERRYSVILLE.....									
	137	4.2	DICKASON.....									
	141	2.6	CAYUGA.....	2.59	5.28							
	144	3.2	WALNUT GROVE.....W									
	147	2.8	NEWPORT.....									
	149	3.6	DANA JCT.....									
	153	1.3	MONTEZUMA.....									
	155	7.6	HILLSDALE.....	3.18	5.46							
73	162	0.7	JACKSON.....W									
	163	4.4	CLINTON.....									
105	167	4.6	ATHERTON.....P									
	172	1.9	OTTER CREEK JCT.....									
121	174	2.7	DEWEY.....P									
	177	0.8	HALEY.....	3.52	6.20			12.10			1.28	
65	178	0.2	LOCUST STREET.....					6.00				
	178	2.7	TERRE HAUTE.....									
113	180	1.4	BAKER.....W									
85	182	7.4	SPRING HILL.....	4.00	6.58						1.48	
	189	3.2	PIMENTO.....									
105	192	0.7	SEIFERT.....P&W									
	193	5.5	FARMERSBURG.....									
	199	5.3	SHELBURN.....									
140	204	5.6	SULLIVAN.....C&W	4.43	7.45						2.50	
	209	4.0	PAXTON.....									
105	214	6.7	CARLISLE.....P									
105	220	4.7	OAKTOWN.....P	5.00	8.03							
	225	4.9	EMISON.....									
105	229	5.1	SMITH.....P									
72	235	1.7	VINCENNES.....P	5.23	8.25						3.25	
161	236	10.0	ALICE.....P&W									
105	246	2.4	DECKER.....P									
	248	3.9	HAZLETON.....	5.45	8.47							
105	252	2.8	MILLER.....P									
	255	2.9	PATOKA.....									
120	258	0.7	GIBSON.....P									
	259	3.8	PRINCETON.....	6.05	9.03						4.05	
60	263	2.5	KING.....P									
	266	1.3	MT. VERNON JCT.....W							11.30		
64	267	3.1	FORT BRANCH.....P							11.35		
	270	6.7	HAUBSTADT.....	6.20	9.18							
105	276	7.3	INGLE.....P									
82	284	0.8	WANSFORD.....									
	285	1.3	BELT YARD.....	6.50	10.45			2.00			6.00	
	287	1.4	UNION TRACK JCT.....									
			EVANSVILLE.....	AM	PM			PM	PM	AM	PM	
				ARRIVE	ARRIVE			ARRIVE	ARRIVE	ARRIVE	ARRIVE	

Average Miles Per Hour..... 37      28

No. 403 is authorized to use schedule between Mt. Vernon Junction and Fort Branch without Blank A authority.

EVANSVILLE DISTRICT—Northward

Train Order Stations	Distance from Chicago	Distance between Stations	TIME TABLE No. 38 December 12, 1948 STATIONS	FIRST CLASS									
				96	80	92	8	90	4	98	94		
				Dixie Mail	Georgian	Dixie Limited	Local Passenger	Dixieland	Whippoorwill	Dixie Flagler	Dixie Flyer		
			ARRIVE AM	ARRIVE AM	ARRIVE AM	ARRIVE PM	ARRIVE PM	ARRIVE PM	ARRIVE PM	ARRIVE AM			
	126.5	4.5	BREWER.....W	5.24	6.15	11.07	4.26	4.08	7.53	8.37	2.07		
	131.0	3.3	GESSIE.....	5.19	6.09	11.01	4.18	4.02	7.49	8.33	2.02		
	134.3	2.6	PERRYSVILLE.....										
	136.9	4.2	DICKASON.....			10.54 <sup>362</sup>			7.44				
DN	141.1	2.6	CAYUGA.....	5.08	5.57	10.49	f 4.04	3.50	c 7.38	8.24	1.50		
	143.7	3.2	WALNUT GROVE.....W										
	140.9	3.2	NEWPORT.....	4.52	5.51	10.36	s 3.48	3.37	7.31	8.18	1.36		
	149.7	3.8	DANA JCT.....										
	153.3	1.6	MONTEZUMA.....				c 3.38						
DN	154.6	7.6	HILLSDALE.....	4.42	5.42	10.26	3.33	3.27	7.19	8.09	1.26		
	162.2	0.7	JACKSON.....W										
DN	162.9	4.4	CLINTON.....	c 4.31	5.33	s10.16	s 3.25	3.19	s 7.08	8.00	1.15		
	167.3	4.6	ATHERTON.....P										
	171.9	1.9	OTTER CREEK JCT.....										
	173.8	2.7	DEWEY.....P										
DN	176.5	0.8	HALEY.....	4.08	5.18	9.56	3.09	3.04	6.54	7.45	12.59		
	177.3	0.2	LOCUST STREET.....										
DN	177.5	2.7	TERRE HAUTE.....	s 4.05	s 5.16	s 9.54	s 3.07	s 3.02	s 6.52	s 7.43	s12.57		
	180.2	1.4	BAKER.....W										
DN	181.6	7.4	SPRING HILL.....	3.34	5.08	9.45	2.37	2.53	6.43	7.35	12.29		
	189.0	3.2	PIMENTO.....										
	192.2	0.7	SEIFERT.....P&W										
	192.9	5.5	FARMERSBURG.....										
	198.4	5.3	SHELburn.....				f 2.20						
DN	203.7	5.6	SULLIVAN.....C&W	c 3.00	4.49	c 9.10	s 2.10	2.31	s 6.23	7.16	12.04		
	209.3	4.0	PAXTON.....										
	213.3	6.7	CARLISLE.....P				f 1.53						
	220.0	4.7	OAKTOWN.....P	2.40	4.33	8.50	f 1.49	2.17	6.09	7.00	11.50		
	224.7	4.9	EMISON.....										
	229.6	5.1	SMITH.....P										
	234.7	1.7	VINCENNES.....	s 2.22	s 4.17	s 8.36	s 1.32	c 1.58	s 5.51	c 6.44	s11.31		
	236.4	10.0	ALICE.....P&W										
	246.4	2.4	DECKER.....P										
	248.8	3.9	HAZLETON.....	1.56	3.59	8.10	c 1.10	1.42	5.31	6.26	11.07		
	252.7	2.8	MILLER.....P										
	255.5	2.9	PATOKA.....				c 1.03						
	258.4	0.7	GIBSON.....P										
DN	259.1	3.8	PRINCETON.....	s 1.43	3.47	s 7.57	s12.54	1.30	s 5.17	6.14	10.55		
	262.9	2.5	KING.....P										
	265.4	1.3	MT. VERNON JCT.....W										
	266.7	3.1	FORT BRANCH.....P				s12.41						
	269.8	6.7	HAUBSTADT.....	1.25	3.37	7.44	c12.36	1.19	5.07	6.04	10.42		
	276.5	7.3	INGLE.....P										
DN	283.8	0.8	WANSFORD.....										
	284.6	1.3	BELT YARD.....										
	285.9	1.4	UNION TRACK JCT.....	1.07	3.22	7.27	12.17	1.02	4.52	5.49	10.27		
DN	287.3		EVANSVILLE.....	1.00	3.15	7.20	12.10	12.55	4.45	5.42	10.20		
				AM	AM	AM	PM	PM	PM	PM	PM		
				LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE		

Average Miles Per Hour.....	37	54	43	38	50	51	55	43		
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DANVILLE instead of Brewer is district initial—terminal station for through first class schedules on Danville and Evansville Districts.  
 BELT YARD—NORTHWARD HOME SIGNAL TO EVANSVILLE, SOUTHWARD TRAINS ARE SUPERIOR TO NORTHWARD TRAINS.

# EVANSVILLE DISTRICT—Northward

Shding Car Capacity	Station Numbers	Distance between Stations	TIME TABLE No. 38 December 12, 1948	SECOND CLASS				THIRD CLASS				
				58	56			52	360	362	402	
				The Thunderbolt	Through Freight			Through Freight	Local Freight	Local Freight	Mixed	
				STATIONS	Daily	Daily		Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	
				ARRIVE PM	ARRIVE PM			ARRIVE AM	ARRIVE PM	ARRIVE PM		
	126	4.5	BREWER.....W	4.35	9.30			8.10		2.45		
	131	3.3	GESSIE.....	4.26	9.20			7.55				
	134	2.6	PERRYVILLE.....									
94	137	4.2	DICKASON.....	4.19	9.12			7.47		10.54 <sup>92</sup>		
	141	2.6	CAYUGA.....	4.12	9.05			7.41				
78	144	3.2	WALNUT GROVE.....W	4.04	9.00			7.34				
	147	3.2	NEWPORT.....	3.55	8.52			7.29				
	149	2.8	DANA JCT.....									
	153	3.6	MONTEZUMA.....									
	155	7.6	HILLSDALE.....	3.40	8.45			7.18				
56	162	0.7	JACKSON.....W									
	163	4.4	CLINTON.....	3.30	8.36			7.04		7.53		
105	167	4.6	ATHERTON.....P									
	172	1.9	OTTER CREEK JCT.....									
121	174	2.7	DEWEY.....P									
		0.8	HALEY.....	2.55	8.19			6.43		7.30		
65	177	0.2	LOCUST STREET.....						2.40			
	178	2.7	TERRE HAUTE.....									
113	180	1.4	BAKER.....W									
85	182	7.4	SPRING HILL.....	2.30	7.44			6.01	2.00			
	189	3.2	PIMENTO.....									
105	192	0.7	SEIFERT.....P&W									
	193	5.5	FARMERSBURG.....									
	199	5.3	SHELburn.....									
140	204	5.6	SULLIVAN.....C&W	1.56	7.16							
	209	4.0	PAXTON.....									
105	214	6.7	CARLISLE.....P									
105	220	4.7	OAKTOWN.....P	1.29	6.42							
	225	4.9	EMISON.....									
105	229	5.1	SMITH.....P									
72	235	1.7	VINCENNES.....P	12.56	6.10							
161	236	10.0	ALICE.....P&W									
105	246	2.4	DECKER.....P									
	248	3.9	HAZLETON.....	12.32	5.25							
105	252	2.8	MILLER.....P									
	255	2.9	PATOKA.....									
120	258	0.7	GIBSON.....P									
	259	3.8	PRINCETON.....	12.07	5.07							
60	263	2.5	KING.....P									
	266	1.3	MT. VERNON JCT.....W							12.55		
64	267	3.1	FORT BRANCH.....							12.50		
	270	6.7	HAUBSTADT.....	11.52	4.53							
105	276	7.3	INGLE.....P									
82	284	0.8	WANSFORD.....									
	285	1.3	BELT YARD.....	11.30	4.30			2.20	7.35			
		1.4	UNION TRACK JCT.....									
	287		EVANSVILLE.....									
				AM	PM			AM	AM	AM	PM	
				LEAVE	LEAVE			LEAVE	LEAVE	LEAVE	LEAVE	
Average Miles Per Hour.....				31	32							

No. 402 is authorized to use schedule between Fort Branch and Mt. Vernon Junction without Blank A authority.

ST. LOUIS DISTRICT—Southward

Train Order and Block Stations	Distance from Chicago	Distance between Stations	TIME TABLE No. 38 December 12, 1948	FIRST CLASS				SECOND CLASS			THIRD CLASS		
				123	23	25	65	61	63	163	573	171	
				The Silent Knight	The Cardinal	Meadowlark	Through Freight	The Motor	The Merchantman	The Merchantman	Local Freight	Local Freight	
				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	
DNB	82.6	4.9	WOODLAND JCT.....	LEAVE AM	LEAVE AM	LEAVE PM	LEAVE AM	LEAVE PM	LEAVE PM	LEAVE AM	LEAVE AM	LEAVE AM	
DB	87.5	4.8	BRYCE..... P		10.49	6.45	12.13	2.30	8.47				
DNB	92.3	4.8	GOODWINE..... P		10.54	6.50	12.21	2.39	8.53				
DB	96.1	3.8	FOUNTAIN CREEK..... P		10.58	6.54	12.27	2.46	9.00				
.....	99.8	3.7	HUSTLE..... P		11.01		12.31	2.51	9.06				
DB	103.4	3.6	REILLY..... P		11.04		12.36	2.56	9.15				
DNB	108.0	4.6	ELLIS..... P		11.07	7.03	12.41	3.01	9.28 <sup>62</sup>				
DB	114.2	6.2	GERALD..... P&W		11.12		12.47	3.07	9.42				
DB	120.0	5.8	ROYAL..... P		11.17	7.12	12.54	3.16	9.52				
DNB	125.9	5.9	GLOVER.....		11.22	7.17	1.01	3.26	10.00				
DB	136.6	10.6	BLOCK..... P		c11.27	c 7.22	1.09 <sup>64</sup>	3.36	10.09				
DB	140.0	3.5	BONGARD..... P		11.37	7.32	1.23	3.55	10.25				
.....	144.8	4.8	VILLA GROVE JCT.....		11.41		1.30	4.01	10.30				
DNB	145.1	0.3	VILLA GROVE...o&w		4.16								
.....	146.3	1.2	V. E.....		(4.20 s 4.30)	(11.46 s 11.52)	(7.41 s 7.48 <sup>24 62</sup> )	(1.45 s 2.30)	(4.15 s 4.35)	10.45	3.30 <sup>24</sup>	7.45	
DB	148.9	2.6	WEST RIDGE.....		4.32	11.54	7.50	2.32	4.36		3.35	8.01	
.....	153.4	4.5	TUSCOLA.....		s 4.47	c12.03	s 7.59					8.01	
DNB	153.5	0.1	T. Y. TOWER..... P		4.50	12.04	8.00	2.47	4.47		3.50	8.40	
DB	159.4	5.9	BOURBON..... P&W		f 5.01	12.10	8.06	2.59	4.55 <sup>62</sup>		4.05	9.07 <sup>26</sup>	
DNB	164.7	5.3	ARTHUR..... P		s 5.13	c12.16	s 8.13	3.11	5.04		4.25	9.50	
DB	168.4	3.7	CADWELL..... P		f 5.21	12.20	8.16	3.20	5.11		4.35	10.10	
DNB	176.1	7.7	SULLIVAN..... P&W		s 5.36	s12.29	s 8.26	3.40	5.22		4.55	11.01	
.....	184.2	8.1	HALL..... P&W		5.47	12.39	8.35 <sup>164</sup>	4.05	5.37		5.10	7.00	
.....	185.2	1.0	FINDLAY..... w		s 5.53	c12.42	c 8.36				7.05		
DNB	185.5	0.8	FINDLAY JCT.....		5.55	12.43	8.37	4.09	5.40		5.30	7.06	
DB	191.8	6.3	WESTERVELT.....			12.48 <sup>574</sup>		4.24	5.50		7.20	12.05	
DNB	205.1	13.3	PANA..... P&W			s 1.03		4.40	6.22 <sup>24</sup>		8.30		
.....	209.5	4.4	ROSAMOND.....										
.....	213.5	4.0	OHLMAN.....										
DN	218.2	4.7	NOKOMIS..... w										
.....	222.9	4.7	WITT.....										
.....	227.4	4.5	IRVING.....										
DN	232.4	5.0	HILLSBORO... C&W										
.....	243.2	10.8	JOAN.....										
DN	252.9	9.7	LIVINGSTON... w										
.....	265.9	13.0	GARD.....										
.....	274.5	8.6	HOPKINS.....										
D	275.1	0.6	MITCHELL YD.....					8.30	9.15		2.00		
DN	275.7	0.6	LENOX.....										
.....	278.2	0.5	MITCHELL.....										
.....	278.7	2.5	NAMEOKI.....										
.....	281.3	2.6	GRANITE CITY.....			2.15							
.....	288.0	6.7	WASHINGTON AVE.....			s 2.34							
DN	290.4	2.4	ST. LOUIS.....			2.45							
					AM	PM	PM	AM	PM	PM	AM	PM	
					ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	
Average Miles Per Hour.....					25	53	55	23	28	31			

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

# ST. LOUIS DISTRICT—Northward

Siding Car Capacity	Station Numbers	Distances between Stations	TIME TABLE No. 38 December 12, 1948											
			FIRST CLASS				SECOND CLASS		THIRD CLASS					
			26	24	124		62	64	60	574	170	164		
			Meadow Lark	The Cardinal	The Silent Knight		Through Freight	The Merchant-man	Through Freight	Local Freight	Local Freight	The Merchant-man		
			Daily	Daily	Daily		Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily		
STATIONS			ARRIVE AM	ARRIVE PM	ARRIVE AM		ARRIVE PM	ARRIVE AM	ARRIVE AM	ARRIVE PM	ARRIVE PM	ARRIVE PM		
	83	4.9	WOODLAND JCT. . . . .	10.26	8.44			10.15	2.34	10.10				
83	C 88	4.8	BRYCE . . . . . P		8.39			10.06	2.25	10.00				
90	C 92	3.8	GOODWINE . . . . . P	10.17	8.35			9.56	2.19	9.50				
88	C 96	3.7	FOUNTAIN CREEK P					9.45	2.14	9.42				
78	C100	3.6	HUSTLE . . . . . P		8.30			9.38	2.10	9.35				
77	C103	3.6	REILLY . . . . . P	10.09	8.25			9.28 <sup>63</sup>	2.03	9.29				
89	C108	4.6	ELLIS . . . . . P		8.20			9.07	1.48	9.20				
90	C114	6.2	GERALD . . . . . P&W	9.59	8.14			8.57	1.40	9.10				
77	C120	5.8	ROYAL . . . . . P		8.09			8.48	1.25	8.50				
100	C126	5.9	GLOVER . . . . . C	9.49	8.03			8.37	1.09 <sup>65</sup>	8.38				
80	C136	10.6	BLOCK . . . . . P	9.39	7.51			8.16	12.51	8.15				
80	C140	3.5	BONGARD . . . . . P	9.36				8.08	12.45	8.05				
	C144	4.8	VILLA GROVE JCT. . . . .			12.13								
	C145	0.3	VILLA GROVE . . . . . C&W	s 9.31 s 9.25	s 7.41 <sup>25</sup> s 7.27 <sup>62</sup>	s 12.10 <sup>64</sup> s 11.55		s 7.45 <sup>24</sup> s 6.55 <sup>25</sup>	s 12.35 <sup>124</sup> s 11.45 <sup>124</sup>	7.50	3.45	10.00		
	C149	2.6	V. E. . . . .	9.23	7.25	11.53		5.30	11.30			9.35		
	C153	4.5	WEST RIDGE . . . . .											
115	C154	0.1	TUSCOLA . . . . . S	9.14	c 7.17	s 11.42								
115	C159	5.9	T. Y. TOWER . . . . . P	9.12	7.16	11.40		5.03	11.18		3.10	9.20		
115	C165	5.3	BOURBON . . . . . P&W	9.07 <sup>171</sup>	7.11	f 11.32		4.55 <sup>61</sup>	11.01		2.50	9.12		
115	C168	3.7	ARTHUR . . . . . P	s 9.01	c 7.06	s 11.26		4.50	10.51		2.30	9.07		
115	C176	7.7	CADWELL . . . . . P	8.55	7.02	f 11.19		4.45	10.45		2.00	9.02		
85	C184	8.1	SULLIVAN . . . . . P&W	s 8.45	s 6.52	s 11.08		4.35	10.35		1.40	8.50		
	C185	1.0	HALL . . . . . P C&W	8.37	6.44	10.58		4.25	10.20		2.00	8.35 <sup>25</sup>		
	C186	0.3	FINDLAY . . . . . W	c 8.36	c 6.42	s 10.49					1.15	8.11		
84	Y192	6.3	FINDLAY JCT. . . . .	8.35	6.41	10.46		4.10	10.05		12.45			
60	Y205	13.3	WESTERVELT . . . . .		6.35			4.02	9.55		12.48 <sup>23</sup>			
	Y209	4.4	PANA . . . . . P&W		s 6.22 <sup>61</sup>			3.40	9.35		12.30			
	Y213	4.0	ROSAMOND . . . . .											
	Y218	4.7	OHLMAN . . . . .											
	Y222	4.7	NOKOMIS . . . . . W											
	Y227	4.5	WITT . . . . .											
	Y232	5.0	IRVING . . . . .											
	Y243	10.8	HILLSBORO . . . . . C&W											
	Y253	9.7	JOAN . . . . .											
	Y266	13.0	LIVINGSTON . . . . . W											
	Y276	0.6	GARD . . . . .											
	Y279	0.5	HOPKINS . . . . .											
	Y282	2.5	MITCHELL YD. . . . . C&W					1.15	7.45		9.00			
	Y282	2.6	LENOX . . . . .											
	Y290	2.4	MITCHELL . . . . .											
		6.7	NAMEOKI . . . . .		5.07									
		2.4	GRANITE CITY . . . . .		f 4.53									
			WASHINGTON AVE. . . . .		4.45									
			ST. LOUIS . . . . .											

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

Average Miles Per Hour . . . . .	56	52	28	21	28				
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HALL—Train orders and time of northward trains apply at end of double track.

**SALEM DISTRICT—Southward**

Train Order Stations	Distance from Chicago	Distance between Stations	TIME TABLE No. 38 December 12, 1948		FIRST CLASS		THIRD CLASS				
			STATIONS	123	25	125	181	163	175	171	183
				The Silent Knight	Meadow-lark	Passenger Equipment	Mixed	The Merchant-man	Local Freight	Local Freight	C.B.&Q. Freight
			Daily	Daily	Daily	Daily Ex. Sunday	Daily	Monday, Wednesday, Friday	Daily Ex. Sunday	Daily	
			LEAVE AM	LEAVE PM	LEAVE AM	LEAVE AM	LEAVE AM	LEAVE AM	LEAVE PM	LEAVE PM	
DN	185.5		FINDLAY JCT.	5.55	8.37			5.30		12.05	
.....	192.8	7.3	FAIR GROUND	6.04 <sup>168</sup>	8.44			6.04 <sup>123</sup>		12.25 <sup>170</sup>	
.....	193.9	1.1	SHELBYVILLE	s 6.13	s 8.46						
.....	200.1	6.2	CLARKSBURG	6.22	8.55			6.30		1.10	
DN	204.5	4.4	MODE	s 6.33	9.01			6.45		1.30	
.....	212.9	8.4	MOCCASIN	6.44	9.09			7.00		1.50	
D	218.9	6.0	ALTAMONT	s 6.58	f 9.16			7.25		2.30	
DN	224.4	5.5	S. X. TOWER	w 7.06	9.22			7.49 <sup>26</sup>		2.50	
.....	224.6	0.2	ST. ELMO	s 7.10	s 9.24						
.....	229.7	5.1	ST. JAMES	f 7.19	9.31 <sup>124</sup>			8.10		3.30	
.....	233.2	3.5	LOOGOOTE	f 7.25							
D	235.7	2.5	ST. PETER	s 7.35 <sup>26</sup>	9.37			8.35		4.05	
.....	242.4	6.7	KINMUNDY	s 7.46	s 9.45						
DN	242.7	0.3	K. J. TOWER	7.48	9.46			9.05 <sup>170</sup>		4.25	
.....	252.1	9.4	SALEM YARD	w { 8.05 8.10	9.56			{ 9.30 10.50	8.30	4.45	
.....	253.8	1.7	SALEM	s 8.25	s 10.01			11.10			
DN	254.1	0.8	S. A. TOWER	8.26	10.03				8.45		
.....	260.0	5.9	CARTTER	f 8.32	10.08						
D	263.3	3.3	KELL	s 8.39	10.13			11.25	9.05		
.....	267.2	3.9	TEXICO	f 8.45	10.18			11.45	9.20		
.....	275.7	8.5	MT. VERNON	w s 8.55	s 10.30			12.15	9.55		
DN	276.2	0.5	V. N. TOWER	9.18	10.31			12.25	10.01		
.....	283.7	7.5	BONNIE	f 9.25							
D	287.2	3.5	INA	s 9.34	10.43			12.40 <sup>164</sup>	10.25		
.....	291.7	4.5	WHITTINGTON	s 9.41							
DN	298.0	6.3	BENTON	s 10.01	s 11.00			1.10 <sup>174</sup>	10.55		
DN	305.0	7.0	WEST FRANKFORT	c&w s 10.31	s 11.11			1.50	11.46 <sup>184</sup>		
DN	310.7	5.7	JOHNSTON CITY	s 10.46	s 11.21				12.10		
.....	311.3	0.6	BARLOW	10.48	11.22			2.05	12.15		
DN	316.6	5.3	MARION	s 11.05 <sup>174</sup>	s 11.31 <sup>164</sup>			2.50	1.00		
DN	324.0	7.4	NEILSON	f 11.16	11.41			3.15	1.30		3.35
D	329.3	5.3	GOREVILLE	w s 11.26	c 11.50			3.40	2.01		3.50
.....	334.0	4.7	OMAR	11.32	12.01			3.55	2.20		4.01
.....	338.4	2.4	BUNCOMBE	f 11.39							
.....	339.7	3.3	WEST VIENNA	s 11.46	s 12.11			4.05			
DN	339.8	0.1	W. V. TOWER	11.47	12.12			4.10	2.50		4.15
D	345.3	5.5	CYPRESS	c&w s 11.59	12.20	12.20	4.00	4.35	3.15		
.....	347.6	2.3	JOPPA JCT.	12.07		12.25	4.30	5.01 <sup>124</sup>			
.....	351.1	3.5	PERKS	w f 12.14							
.....	356.5	5.4	ULLIN	s 12.24							
DN	362.8	6.3	TAMMS	s 12.37				5.40			
D	369.3	6.5	OLIVE BRANCH	s 12.46							
D	378.0	8.7	THEBES	w s 12.57				6.30			
.....	379.7	1.7	GALE JCT.								
.....	380.1	0.4	BRIDGE JCT.								
DN	394.4	14.3	CHAFFEE								

Between Bridge Jct. and Illmo, trains will use tracks of and be governed by rules and instructions issued by SI&MB Company; between Illmo and Rockview will use tracks of and be governed by time table and rules issued by StLSW; and between Rockview and Chaffee will use tracks of and be governed by time table and rules issued by StLSF Ry.

Average Miles Per Hour.....	27	43									
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FINDLAY JUNCTION—Time of southward trains applies at end of double track.  
 SALEM YARD—Time of southward trains applies at train order signal.  
 CYPRESS—Train orders for and time of Nos. 25, 180 and 181 apply at train order signal. No. 180 will pull by train order signal to discharge passengers on station platform. No. 181 is superior to No. 180. This is authority for No. 181 to leave Cypress without blank A. No. 125 authorized to leave without Blank A authority to use schedule.

# SALEM DISTRICT—Northward

Siding Car Capacity	Station Numbers	Distance between Stations	TIME TABLE No. 38 December 12, 1948		FIRST CLASS		THIRD CLASS					
					26	124	126	164	174	180	170	184
					Meadow-lark	The Silent Knight	Passenger Equipment	The Merchant-man	Local Freight	Mixed	Local Freight	C.B.&Q. Freight
STATIONS			Daily	Daily	Daily	Daily	Tuesday, Thursday, Saturday	Daily Ex. Sunday	Daily Ex. Sunday	Daily		
			ARRIVE AM	ARRIVE PM	ARRIVE AM	ARRIVE PM	ARRIVE PM	ARRIVE AM	ARRIVE PM	ARRIVE AM		
	C186	7.3	FINDLAY JCT.	8.35	10.46		8.11			12.45		
75	C193	1.1	FAIR GROUND. W	8.27	10.37		7.57			12.25 <sup>171</sup>		
	C194	6.2	SHELBYVILLE. S	8.26	10.35							
75	C200	4.4	CLARKSBURG. S	8.17	10.21					11.25		
68	C205	4.4	MODE. S	8.12	10.14		7.30			11.10		
83	C213	6.0	MOCCASIN. F	8.03	10.03		7.09			10.50		
75	C219	5.5	ALTAMONT. F	7.54	9.48		6.50			10.30		
60	C223	0.2	S. X. TOWER. W	7.49 <sup>163</sup>	9.41		6.37			10.10		
	C224	5.1	ST. ELMO. S	7.48	9.40							
75	C230	3.5	ST. JAMES. F	7.41	9.31 <sup>25</sup>		6.19			9.50		
	C233	2.5	LOOGOOTEE. F		9.22							
75	C236	6.7	ST. PETER. S	7.35 <sup>123</sup>	9.15		6.08			9.30		
	C242	0.8	KINMUNDY. S	7.28	9.04							
72		9.4	K. J. TOWER. S	7.26	9.01		5.56			9.05 <sup>163</sup>		
	C252	1.7	SALEM YARD. W	7.17	8.45		5.25 2.10	3.35		8.25		
	C254	0.8	SALEM. S	7.14	8.32							
	C260	5.9	S. A. TOWER. F	7.09	8.19		2.05	3.25				
	C263	3.9	CARTTER. S	7.00	8.06		1.35	3.01				
95	C267	8.5	KELL. F	6.54	7.58		1.25	2.40				
76	C276	0.5	TEXICO. S	6.44	7.47		12.52	2.20				
71		7.5	MT. VERNON. W	6.39	7.33			1.59				
	C284	8.5	V. N. TOWER. F		7.25							
96	C287	4.5	BONNIE. S	6.26	7.18		12.40 <sup>163</sup>	1.30				
	C292	6.3	INA. S		7.10							
78	C298	7.0	WHITTINGTON. S	6.13	7.02		12.16	1.10 <sup>163</sup>				
69	C305	5.7	BENTON. S	6.01	6.39		11.46 <sup>175</sup>	12.45				
	C311	0.6	WEST FRANKFORT. C&W	5.51	6.24							
75	C312	5.3	JOHNSTON CITY. S	5.47	6.17		11.14	12.15				
75	C317	7.4	BARLOW. S	5.40	6.04		11.05 <sup>123</sup>	11.05 <sup>123</sup>				
	C324	5.3	MARION. F	5.26	5.53		10.33	9.30 <sup>164</sup>		9.55		
75	C329	4.7	NEILSON. S	5.19	5.45		10.23	9.18		9.40		
74	C333	2.4	GOREVILLE. W	5.10	5.35		10.09	8.50		9.25		
	C336	3.3	OMAR. F		5.28							
	C340	0.1	BUNCOMBE. S	5.01	5.20							
	C345	5.5	WEST VIENNA. S	4.58	5.19		9.58	8.15		9.10		
75	C348	2.8	W. V. TOWER. S	4.50	5.11	12.35	9.50	8.00	8.15			
	C351	3.5	CYPRESS. C&W			12.30			8.05			
75	C357	5.4	JOPPA JCT. F	4.54	5.01 <sup>163</sup>		9.01					
47	C363	6.3	PERKS. S	4.40	4.25		8.45					
33	C369	8.7	TAMMS. S	4.13	4.00		8.35					
	C378	1.7	OLIVE BRANCH. S		4.00		8.01					
		0.4	THEBES. W									
		14.3	GALE JCT. S				7.15					
	C394		BRIDGE JCT. S									
			CHAFFEE. S									

Between Bridge Jct. and Ilmo, trains will use tracks of and be governed by rules and instructions issued by SI&MB Company; between Ilmo and Rockview will use tracks of and be governed by time table and rules issued by StLSW; and between Rockview and Chaffee will use tracks of and be governed by time table and rules issued by StLSF Ry.

Average Miles Per Hour.....	43	28							
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JOPPA JCT.—No. 126 authorized to leave without Blank A authority to use schedule.  
 CYPRESS—Train orders for and time of Nos. 25, 180 and 181 apply at train order signal. No. 26 authorized to leave without blank A authority to use schedule. No. 180 will pull by train order signal to discharge passengers on station platform. No. 181 is superior to No. 180.  
 SALEM YARD—Time of southward trains applies at train order signal.  
 FINDLAY JUNCTION—Time of southward trains applies at end of double track.

**SIDELL BRANCH—Westville District**

**JOPPA BRANCH—Salem District**

Train Order Stations		Distance from Chicago		Distance between Stations		TIME TABLE No. 38 December 12, 1948		Station Numbers	Siding	Car Capacity
						STATIONS				
		107.1		4.7		ROSSVILLE JCT.....	W	107		
		111.8		4.1		HENNING.....		D112		
		115.9		3.9		JAMESBURG.....		D116		
		119.8		3.6		COLLISON.....		D120		
		125.4		5.6		BROTHERS.....		D125		
		127.5		2.1		BRONSON.....		D128	63	
		132.1		4.6		RYAN.....		D132		
		136.1		4.0		JAMAICA.....		D136		
		138.6		2.5		MAIZETOWN.....		D139		
		141.4		2.8		SIDELL JCT.....	W	W141		

SOUTHWARD		Train Order Stations		Distance from Chicago		Distance between Stations		TIME TABLE No. 38 December 12, 1948		Station Numbers	Station Tracks	Car Capacity	NORTHWARD	
Third Class								STATIONS					Third Class	
181													180	
Mixed													Mixed	
Daily Ex. Sunday													Daily Ex. Sunday	
LEAVE AM													ARRIVE AM	
4.30		347.6		0.9		JOPPA JCT.....		C348					8.05	
4.33		348.5		0.9		CHASCO.....		J348					7.55	
4.35		349.4		2.1		RAGO.....		J349					7.46	
4.45	D	351.5		4.0		KARNAK.....		J352	5				7.40	
5.00	S	355.5		7.8		BOAZ.....		J356	6				7.20	
5.15	D	363.3				JOPPA.....	W	J363					7.05	
AM													AM	
ARRIVE													LEAVE	

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

**BRAZIL BRANCH—Evansville District**

**MT. VERNON BRANCH—Evansville District**

SOUTHWARD		Train Order Stations		Distance from Chicago		Distance between Stations		TIME TABLE No. 38 December 12, 1948		Station Numbers	NORTHWARD		
Third Class								STATIONS			Third Class		
303											302		
Mixed											Mixed		
Daily Ex. Sunday											Daily Ex. Sunday		
LEAVE PM												ARRIVE AM	
12.55		265.4		6.1		MT. VERNON JCT.....	W	266				11.30	
f 1.25	47	271.5	D	2.9		OWENSVILLE.....		M272				11.17	
1.31	5	274.4		3.0		MOUNTS.....		M275				11.11	
f 1.37	23	277.4	D	4.4		CYNTHIANA.....		M278				11.05	
f 1.50	55	281.8	D	0.4		POSEYVILLE.....		M282				10.50	
		282.2		4.3		I. C. CROSSING.....		M283					
2.05	18	286.5	D	5.3		WADESVILLE.....		M288				10.35	
2.17		291.8		3.9		OLIVER.....		M294				10.23	
2.25	9	295.7		5.6		SOLITUDE.....		M298				10.15	
		301.3		0.8		L. & N. RY.....		M304					
2.40		302.1	D			MT. VERNON.....	C&W	M305				10.00	
PM												AM	
ARRIVE												LEAVE	

Distance between Stations	TIME TABLE No. 38 December 12, 1948		Station Numbers	Station Tracks	Car Capacity
	STATIONS				
3.1		OTTER CREEK JCT.....	172		
1.5		BURNETT.....	E175		
2.8		BURNETT SIDING.....	E176	10	
4.3		DIXIE LINE MINE.....	E179		
1.0		BRAZIL CLAY CO.....		30	
		BRAZIL.....	E185		

**FREELAND PARK BRANCH—Danville District**

Distance between Stations	TIME TABLE No. 38 December 12, 1948		Station Numbers	Station Tracks	Car Capacity
	STATIONS				
5.4		MILFORD JCT.....	89		
2.6		STOCKLAND.....	F95		
2.6		DAWSON PARK.....	F98	27	
2.6		FREELAND PARK.....	F100	40	

**CISSNA PARK BRANCH—Danville District**

Distance between Stations	TIME TABLE No. 38 December 12, 1948		Station Numbers	Station Tracks	Car Capacity
	STATIONS				
2.6		CISSNA JCT.....	93		
2.9		ALONZO.....	B95	12	
1.9		GOODWINE.....	C92	25	
3.7		CLAYTONVILLE.....	B100	23	
		CISSNA PARK.....	B104	40	

**JUDYVILLE BRANCH—Danville District**

Distance between Stations	TIME TABLE No. 38 December 12, 1948		Station Numbers	Station Tracks	Car Capacity
	STATIONS				
3.0		ROSSVILLE JCT.....	107		
4.1		JOHANNOTT.....	K114	24	
1.8		PENCE.....	K116		
4.4		STEWART.....	K121	15	
		JUDYVILLE.....			



**Southward—WESTVILLE DISTRICT—Northward**

FIRST CLASS				Train Order and Block Stations	Distance from Chicago	Distance between Stations	TIME TABLE		Station Numbers	Siding Car Capacity	FIRST CLASS				
123							No. 38				December 12, 1948		124		
The Silent Knight													The Silent Knight		
Daily								Daily							
LEAVE								ARRIVE							
AM								AM							
			3.05	DNB	123.0	5.8	<b>NORTH YARD</b> .....W	123	...	f	1.25				
			f 3.15		128.8	3.6	<b>GRAPE CREEK</b> .....P	W129	38	f	1.15				
			f 3.27		132.4	0.4	<b>WESTVILLE</b> .....	W132	...	f	1.06				
			3.29	DNB	132.8	9.3	<b>W. R. TOWER</b> .....				1.02				
			f 3.41	D	142.1	3.5	<b>INDIANOLA</b> .....	W142	48	f	12.45				
			3.47		145.6	0.9	<b>SIDELL JCT.</b> .....				12.40				
			f 3.50	D	146.5	6.1	<b>SIDELL</b> .....	W146	...	f	12.38				
			f 3.59	D	152.6	3.1	<b>ALLERTON</b> .....	W153	...	f	12.31				
			f 4.03	D	155.7	4.0	<b>BROADLANDS</b> .....	W156	...	f	12.27				
			f 4.09	D	159.7	2.2	<b>LONGVIEW</b> .....	W160	...	f	12.22				
			f 4.12	D	161.9	3.0	<b>FAIRLAND</b> .....	W162	...	f	12.17				
			4.16		164.9		<b>VILLA GROVE JCT.</b> .....	C144	...		12.13				
			AM							AM					
			ARRIVE							ARRIVE					

**PASSENGER TRAINS—CONDITIONAL STOPS**

- No. 1—Crete, Beecher, Grant Park, St. Anne, Papineau, Martinton, Wellington and Rossville to discharge revenue passengers from Chicago.  
Hillsdale, Paxton and Ingle to load or unload mail.  
Pimento daily except Sunday to load or unload parcel post mail.  
At all flag stops to load or unload parcel post mail or express.
- No. 3—Watska to receive revenue passengers for Danville and stations south.
- No. 4—Cayuga to receive revenue passengers for Chicago.
- No. 8—Haubstadt on request of postal clerk to unload U.S. Mail.  
Patoka, Hazleton and Montezuma upon request of postal clerk to unload U.S. mail or upon signal from platform to pick up U.S. mail.  
Oaktown on Tuesdays and Fridays to pick up cream shipments for Danville.  
Shelburn on signal to handle express.  
Kensington to discharge revenue passengers from Momence and stations south.
- No. 23—Glover, Tuscola and Arthur, to receive or discharge revenue passengers to or from regular stops.  
Arthur on Mondays, Wednesdays and Fridays for the purpose of handling cream.  
Findlay on signal to receive employees for Mitchell Yard.  
Livingston to discharge revenue passengers from Chicago.  
Mitchell Yard to discharge employees, railroad mail and express.
- No. 24—Mitchell Yard on signal to receive employees and handle express.  
Livingston to receive revenue passengers for Chicago.  
Findlay to discharge employees.  
Arthur, Tuscola and Glover, to receive or discharge revenue passengers to or from regular stops.
- No. 25—Glover to receive or discharge revenue passengers to or from regular stops.  
Findlay to discharge revenue passengers from Chicago.  
Goreville to discharge revenue passengers from Salem and regular stops north of Salem.

- No. 26—Goreville to receive revenue passengers for Salem and regular stops north of Salem.  
Findlay to receive revenue passengers for Chicago.  
Glover to receive or discharge revenue passengers to or from regular stops.
- No. 80—Chicago Heights to discharge revenue passengers from Nashville, Tenn., and points south.
- No. 81—Chicago Heights to receive revenue passengers holding prior reservations destined Nashville, Tenn. and points south.  
Vincennes to discharge revenue passengers from Chicago and to receive revenue passengers holding prior reservations destined Nashville, Tenn., and points south.
- No. 90—Vincennes to discharge revenue passengers from Nashville, Tenn., and stations south.
- No. 92—Sullivan to receive revenue passengers for Chicago.  
Watska and Chicago Heights to discharge revenue passengers from Danville and stations south.
- No. 93—Sullivan to discharge revenue passengers from Chicago.
- No. 95—Watska, to receive revenue passengers for points south of Nashville, Tenn.
- No. 96—Sullivan and Clinton to receive revenue passengers for Chicago.
- No. 97—Clinton to discharge revenue passengers from Chicago, and daily except Sunday to handle U. S. mail.  
Cayuga to discharge revenue passengers from regular stops.  
Sullivan to discharge revenue passengers from Chicago.
- No. 98—Vincennes and Chicago Heights to discharge revenue passengers from Nashville, Tenn. and points south.
- No. 99—Chicago Heights and Vincennes to receive revenue passengers for Nashville, Tenn., and south when advance reservations have been secured by passengers.
- No. 123—Bourbon, Cadwell, St. James, Loogootee, Cartter, Texico, Bonnie, Buncombe and Perks—Daily except Sunday to load and unload U. S. Mail.
- No. 124—Perks, Buncombe, Texico, Cartter and Loogootee, daily except Sunday to load and unload U. S. Mail and Cream.

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

## RULE—

## GENERAL INSTRUCTIONS

- 1—DOUBLE TRACK IS OPERATED between Yard Center and cross-overs just south of Wabash crossing at North Yard: Cory and Clinton; Villa Grove Jct. and V. E., and Spring switch Hall to Findlay Jct. THREE TRACKS ARE OPERATED between crossovers just south of Wabash crossing at North Yard and Cory. These tracks are numbered, commencing with No. 1 for the most westerly track and continuing east as No. 2 and No. 3. Current of traffic: Track 1 southward. Track 2 northward. Track 3 northward. Movements may be made in either direction on tracks 1, 2 or 3 if signal indicates proceed. The most easterly track between Cory and North Yard is a running track and may be used in either direction.
- 2—Auxiliary lines when recalling flagman: Woodland Jct-St. Louis District. Villa Grove Jct and North Yard-Westville District. Findlay Jct-Salem District.
- 3—When transmitting orders to a train where no operator on duty, such orders must be copied by conductor or engineer and both engineer and conductor must have copy of this order. When practicable, copy of such orders will be delivered at first open train order station.
- 4—Cars of explosives and inflammables protected by placards will be handled in accordance with instructions as required by law. Regulations for handling explosives and other dangerous articles are published in pamphlets furnished on application. Employees must provide themselves with copy and be governed thereby.
- 5—Hose connections between passenger cars, or between engine or engines and cars must not be pulled apart. Close both angle cocks and uncouple hose by hand.
- 6—Trains must be inspected at each opportunity, giving careful attention to journals, brake and draft rigging. While the train is in motion, trainmen and enginemen must keep a close watch on the cars and be on the lookout for any signals affecting the movement of their train.
- 7—Conductor notify postal clerk on train when cars are picked up containing storage or other U. S. mail.
- 8—Look out for camp, tool and caboose cars parked on auxiliary tracks. Handle carefully to avoid personal injury or damage.
- 9—Passengers must be handled on station platform. If coaches do not reach platform, second stop must be made.
- 10—Passenger Diesel engines: EA-7—cannot be coupled with steam engines pilot to pilot. F-3—can be coupled pilot to pilot with steam engine after removing small plate at lower front end of pilot, placing plate in nose of Diesel. Steam engine double heading with multiple unit EA-7 Diesels, steam engine must be in the lead. Steam engine double heading with multiple unit F-3 Diesels, Diesels must be in the lead. Steam engine doubleheading with single unit EA-7 or F-3 Diesel, Diesel should be operated in lead. In multiple or single unit operation may be double headed with any steam engine not restricted in territory where double head move will be made.

## 11—SPEED RESTRICTIONS:

- a—Speed restrictions apply to entire train between points restricted.
- b—Except as otherwise restricted, trains and engines must not exceed:

	Pagr. MPH	Frt. MPH
Yard Center to Evansville.....	80	55
Woodland Jct. to Pana.....	80	55
Findlay Jct. to Goreville.....	60	45
Goreville to West Vienna.....	45	40
West Vienna to Cypress.....	50	40
Cypress to Tamms.....	40	30
Tamms to Thebes.....	40	40
Jackson Mine Branches.....	10	10
Other mine Branches.....	20	20
Engines in forward movement with or without caboose or one coach.....	45	45
Engines of the 1900 class in passenger service..	55	..

- c—Steam engines backing and Road Diesels backing with B-unit leading with or without cars 30 MPH.
- d—Consolidated engines when doubleheaded with 1800-1900 class or Pacific type engines 35 MPH. Operating light or with caboose or coach only 35 MPH.

e—Engines moving in tow or under steam: When main rods are removed, twenty-five (25) MPH.

When main rods and part or all of side rods are removed, twenty (20) MPH.

f—Diesel engines in tow:

95-101, 110.....	45 MPH
102-105, 115-118.....	55 MPH
1100-1102, 1200-1203, 1300-1301.....	80 MPH
1400-1403, 1500-1501.....	65 MPH

When moving in tow from terminal to terminal in freight trains handle next to caboose.

g—Engines without engine truck 20 MPH.

h—Trains handling Steam Derrick, Pile Driver, Spreader Car, and Locomotive Cranes, also Burro and Caterpillar Cranes unless loading approved by car inspector:

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

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

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

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

Above machines moving on own wheels should be handled on rear of train.

Boom must be trailing on all cranes moving on own wheels from terminal to terminal.

i—Track Scale Test Car A1034 handle only in local freight trains and place next to caboose. Yard Center to Evansville, Woodland Jct. to Pana, Findlay Jct. to Cypress 25 MPH except around curves 15 MPH. Cissna Jct. to Goodwine, Sidell Branch, Westville to Villa Grove Jct., Cypress to Thebes 20 MPH except around curves 15 MPH.

Danville to Westville, Brazil and Mount Vernon Branches 15 MPH except around curves 10 MPH.

All other branch lines 10 MPH.

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

k—At various points approaching restricted territory, Permanent Speed Restriction Signals are placed six thousand (6000) feet from point of restriction. These signals show in black numerals the speed to be observed until entire train has passed the Resume Speed Signal, which shows in white the letters 'RS'. Where two restrictions are shown, the first applies to Diesel powered trains and the second to Steam powered trains.

## 12—STREET AND HIGHWAY CROSSINGS:

a—Locomotive whistle and bell signals for highway crossings at grade must begin when engine is opposite whistle sign and be continued until engine has passed over crossing.

Standard whistle signal for highway crossings shall be not less than ten seconds duration and consist of two long, one short, and one long blasts; the last blast to end when engine has passed over crossing.

These instructions will apply to all grade crossings both within and without cities, villages and towns in Indiana and Illinois, except where especially advised to the contrary.

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

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

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

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

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

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

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

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

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

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

### 13—RAILROAD CROSSINGS:

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

b—At Railroad Crossings not interlocked:

Illinois law requires trains Stop within 800 ft. of crossing and **POSITIVELY ASCERTAIN THAT WAY IS CLEAR.**

Indiana law requires trains STOP not closer than 40 ft. nor more than 500 ft. from crossing **ASCERTAINING NO TRAIN APPROACHING.**

c—When a stop is made for a railroad crossing not protected by an interlocking plant or other signals and route is clear, before proceeding whistle signal 14-b must be sounded.

### 14—CLEARANCES:

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

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

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

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

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

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

### 19—AUTOMATIC TRAIN STOP:

a—Miller System—Train stop system must be in service Dolton Jct. to North Yard and Brewer to Jackson. Approaching automatic signal indicating stop engineman may forestall ramp and make stop for signal by operating brake valve by hand. When stopped by ramp, be governed by rule 509a.

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

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

When false stop occurs due to a known cause, engineman must keep train stop system in service and prevent false stops by forestalling when possible to do so while passing over ramps. In such cases engineman must inform fireman immediately that operation is being forestalled and make wire report to the chief train dispatcher and road

foreman of engines. If cause is not known, engineman must wait until a second false stop occurs before forestalling at succeeding ramps. When necessary to cut train stop system out of service enroute, train will proceed at not to exceed 40 M. P. H. for passenger trains and 30 M.P.H. for freight trains, to first open point of communication where stop must be made and condition reported to train dispatcher, train may then proceed at normal speed when authorized by message from Chief train dispatcher. Report giving reason for cut out must be made at once by wire to chief train dispatcher and road foreman of engines. Engineman must inform fireman when train stop is cut out.

b—GRS System—While operating between Pana and Mitchell Yard, be governed by N.Y.C. rules and instructions. Enginemen must know before leaving terminal that cut-out cock is sealed and that 3-way cock is in position to cut in the GRS system. Send chief train dispatcher at Salem copies of all wire reports to NYC officials relating to automatic train stop operation.

20—SPRING SWITCHES—Yard Center South End; Steger South End; Coaler North End Northward Siding; Clinton; Vincennes, North End Siding; Union Track Junction; Villa Grove Jct.; V. E. end of double track; V. E. Yard Lead; Hall North end. These switches are so connected that wheels when trailing through, will force the switch points open and allow free passage without operating switch by hand. When movement is completed, switch points are automatically returned to normal by spring pressure. A signal governing facing movements is located at switch to indicate Stop if switch is not normal. Switch stand is provided for hand operation of switch but running switch must not be made. A train stopped on switch while trailing through must not take slack or make reverse movement until switch has been reversed by hand.

21—DERAILS—In addition to derails at clearance point on auxiliary tracks, derails will be found protecting cars at some oil and gasoline unloading plants. These derails must be kept on the rail and locked, except when switching is being done.

22—COLOR LIGHT SIGNALS—Where fixed signals are color light type their indications both day and night are the same as rules provide for night indications of semaphore type signals.

23—LETTER P ON SCHEDULE PAGES—Indicates telephone at both ends of siding.

## DISTRICT INSTRUCTIONS

### DANVILLE DISTRICT

#### 1—BLOCK INFORMATION:

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

b—WOODLAND JCT.—SOUTHWARD TRAIN ORDER—BLOCK SIGNAL, Top arm is train order signal for Danville District trains. Lower arm is manual block signal for St. Louis District trains.

c—NORTH YARD—

No. 223 will, unless otherwise instructed, use northward track from North Yard to Danville station.

No. 224 leaving Danville station will back northward on southward track to and through south crossover at North Yard onto northward track.

Trains must approach North Yard prepared to stop and look out for Westville District trains.

#### 2—YARD CENTER:

a—Northward train order signal arm removed. When train orders are to be delivered to a northward train, a red or yellow flag or light will be displayed on the mast which carries the southward train order signal. When home signal displays approach indication, northward trains must reduce speed to permit orders to be picked up at train order station if flag or light is displayed on train order signal mast.

#### 3—CHICAGO HEIGHTS:

a—Passenger trains while standing at depot, must not block the street crossings on both sides of the depot. When standing blocking either street and fire department appears, the train must either back or pull ahead at once, to allow them to cross.

b—Southward freight trains stopped for the M.C. crossing must stop with the engine north of the street north of depot platform.

4—DANVILLE—Engines after handling southward passenger trains are authorized to move ahead of train handled from Danville to the north engine track lead, Oaklawn.

### JUDYVILLE BRANCH

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

## EVANSVILLE DISTRICT

## 6—C.T.C. INFORMATION:

- a—Trains will operate by block signal indication under centralized traffic control between the northward home signal Belt Yard and end of double track at Clinton.
- b—Trains which are or expect to be delayed more than fifteen (15) minutes doing work or for other causes must contact the train dispatcher.
- c—When remotely controlled switch is hand thrown, on permission from dispatcher, to head in or out of siding, person moving lever to "Hand" position must remain at switch and replace lever to "Motor" position after the move has been completed.

## 7—BLOCK INFORMATION:

- a—Rules 505 to 518 in effect Brewer to signal 286-0 Union Track Jct.
- 8—TERRE HAUTE—A member of the crew must in all cases protect crossing at Third Ave., before shoving cars over street.
- 9—SULLIVAN—When delivering to IC in west wye, air must be coupled and working on all cars.
- 10—EVANSVILLE—Trains to and from Evansville use Crossover at Union Track Jct. Switches are set normally for that movement.
- a—L&N, NYC and IC engines use C&EI tracks as follows and are governed by C&EI rules and instructions:
- L&N..... West Running Track, Union Track and Belt Railway.  
 NYC..... Straight Line Jct. to Belt Yard.  
 IC..... Belt Railway Devon St., to Belt Yard and West Running Track to Garvin St.
- b—Engines for passenger service will move from Wansford to Evansville as follows:

For Trains	Wansford	Union Track Jct.
96.....	12:20 AM.....	12:30 AM.....
92.....	6:40 AM.....	6:50 AM.....
8.....	11:30 AM.....	11:40 AM.....
90.....	12:15 PM.....	12:25 PM.....
4.....	4:05 PM.....	4:15 PM.....
98.....	5:02 PM.....	5:12 PM.....
94.....	9:40 PM.....	9:50 PM.....

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

- c—Engines after handling passenger trains to Evansville are due to return to Wansford upon arrival of train handled. Such movements will be made under rule 93, Evansville to Northward Home Signal Belt Yard, but must not be delayed by engines in yard or transfer service.
- d—Yard Engines must not delay transfer movements.

## BRAZIL BRANCH

- 11—BRAZIL—End of C&EI track is at west line of Chicago St. Derail on main track just south of new highway. All engines must approach Brazil prepared to stop and expect to find cars on main track between house track switch and Chicago St. Brazil Clay Plant No. 2—Two derrails, one near main track and one at road crossing at plant.
- a—Dixie Line Mine—Engines must not be operated under tippel.

## MT. VERNON BRANCH

- 12—MT. VERNON JCT., is the initial-terminal station of Mt. Vernon Branch schedules. The time shown as at Fort Branch is for information only.

## ST. LOUIS DISTRICT

## 13—BLOCK INFORMATION:

- a—Rules 301 to 375 in effect between Woodland Junction and Villa Grove Junction; V.E. and Sullivan; Findlay Junction and Pana.
- b—Rules 505 to 518 in effect Villa Grove Junction to V.E. and between Sullivan and Findlay Junction.
- Automatic southward approach signal located at TP 143-10 north of Villa Grove Junction is part of the automatic block signal system for southward movements.
- Automatic northward approach signal located at TP 147-33 south of V.E. is part of the automatic block signal system for northward trains.
- Automatic southward approach signal located at TP 174-34 north of Sullivan is part of the automatic block signal system for southward trains.

- c—GOODWINE—GLOVER—Southward trains entering siding to meet northward trains or to be passed by southward trains, may pass block signal indicating stop and be governed by rule 365.
- d—VILLA GROVE JUNCTION—Northward color light high manual block signal and northward color light dwarf manual block signal located at clearance point end of double track at Villa Grove Junction governs northward movements to next open manual block station. Indications given by these signals are in accordance with Rule 301 and Rules 301 to 375 will apply except Rule 374.
- V.E.—Southward color light high manual block signal and southward color light dwarf manual block signals located at end of double track and clearance point for yard lead govern southward movements to next open block station. Indications given by these signals are in accordance with Rule 301 and Rules 301 to 375 will apply except Rule 374.
- Trains receiving a stop signal at Villa Grove Junction or V.E. will call operator at Villa Grove as per Rule 371.
- 14—VILLA GROVE—Rule 96, Book of Rules. Chief train dispatcher at Danville may authorize sections between Villa Grove and Woodland Junction.
- Chief train dispatcher at Salem may authorize sections between Villa Grove and Pana.
- a—Rule 97, Book of Rules. Trains not having initial or terminal station at Villa Grove will accept Blank A as authority to use schedule from or to Villa Grove. All trains must procure Blank A at Villa Grove.
- b—Form "K" Page 50, Book of Rules.
- When necessary Chief train dispatcher at Danville may issue orders annulling schedules between Villa Grove and Woodland Jct., and Chief train dispatcher at Salem may issue orders annulling schedules between Villa Grove and Pana.
- c—When passenger trains are standing on southbound track at Villa Grove station, trains on northbound track will watch out for hose lying across track.

## SALEM DISTRICT

## 15—BLOCK INFORMATION:

- a—NEILSON—GOREVILLE—Neilson will space southward trains ten minutes, and Goreville will space northward and southward trains ten minutes with train order signal. Blank A will be issued showing time train may proceed.
- 16—Rule 97, Book of Rules. Trains not having initial or terminal station at Salem Yard will accept Blank A as authority to use schedule from or to Salem Yard.
- 17—WEST FRANKFORT—When flasher signals at Main Street are operating account train on main line, trains or engines using lead over Main Street must protect their movement over street by a flagman.
- a—Movements over highway crossings on Old Ben No. 15, Orient and West Mine leads must be protected by a flagman.
- 18—JOPPA—Expect to find cars on main track without notice.

## WESTVILLE DISTRICT

## 19—BLOCK INFORMATION:

- a—Rules 301 to 375 in effect between North Yard and W. R. Tower. Train order signal at North Yard is also the manual block signal governing movements to the Westville District.
- b—VILLA GROVE. See Rule 13d, Page 20. Southward trains must procure from operator Villa Grove, a check of all over-due northward and southward superior trains before entering St. Louis District main track.

## SIDELL BRANCH

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

## YARD LIMITS

## DANVILLE DISTRICT

Stations	From	To
Yard Center.....	Dolton Jct.....	TP 20-35
Heights Yard.....	Signal 26-7.....	TP 29-8
Momence.....	TP 48-40.....	TP 51-45
Watseka.....	MP 76.....	Signal 80-4
Milford.....	MP 87.....	Milford Jct. (7:00 AM to 6:00 PM daily except Sunday)
Hoopeston.....	MP 98.....	MP 100 (7:00 AM to 6:00 PM daily except Sunday)
Rossville.....	MP 105.....	MP 108 (7:00 AM to 6:00 PM daily except Sunday)
Danville.....	MP 122.....	MP 128

**FREELAND PARK BRANCH**

Freeland Park  
Branch..... Main Line..... End of Branch

**CISSNA PARK BRANCH**

Cissna Park Branch.. Main Line..... End of Branch

**JUDYVILLE BRANCH**

Judyville Branch... Main Line..... End of Branch

**EVANSVILLE DISTRICT**

Brewer..... See Danville District  
Montezuma-Hillsdale.. MP 153..... MP 155  
Clinton..... TP 160-10..... TP 162-31  
Evansville..... Northward Home Signal Belt Yard to MP 287.3  
including Belt Ry to L&N Ry.

**BRAZIL BRANCH**

Brazil Branch..... Main Line..... End of Branch

**SULLIVAN COUNTY BRANCH**

Sullivan Co. Branch.. Main Line..... End of Branch

**MT. VERNON BRANCH**

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

**ST. LOUIS DISTRICT**

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

**SALEM DISTRICT**

Findlay..... St. Louis Dist. TP 186-22  
St. Elmo..... TP 222-45..... TP 225-12  
Salem Yard..... TP 250-20..... MP 256  
Mt. Vernon..... TP 274-25..... TP 277-20  
West Frankfort..... TP 303-16..... TP 306-29  
Marion..... TP 315-10..... TP 318-32  
Cypress..... MP 344..... TP 348-17  
Thebes..... TP 377-1..... Bridge Jct.

**JOPPA BRANCH**

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

**WESTVILLE DISTRICT**

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

**SIDELL BRANCH**

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

**JOINT TRACKS****Rule****DANVILLE DISTRICT**

1—C&WI—Between Chicago and Yard Center trains and engines will use the tracks and time table and be governed by rules and instructions issued by the Chicago and Western Indiana Railroad. C&EI train order form F is authority for a C&EI train to run as a section on the C&WI through between Chicago and Yard Center when such train is shown under the same schedule number on the current time tables of both roads. Yard Center is district initial station for southward and district terminal station for northward trains under rule 4, Book of Rules. The time shown on C&EI time table as at Chicago is for information only.

**EVANSVILLE DISTRICT**

2—Pennsylvania trains may move between Otter Creek Junction and Pennsylvania connections at Dewey in accordance with signal indication and other operating rules of the C&EI.  
Pennsylvania trains may display their standard markers.

**ST. LOUIS DISTRICT**

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

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

a—HOPKINS—Trains or engines must not leave the yard, or cross over from westbound main track into yard lead until they have first obtained permission from the operator at Lenox or train dispatcher located at Mattoon. In all cases trainmen must secure the name, title and location of the party who authorizes the movement. This information must be noted in writing, showing the date, train, engine, conductor, engineer, time authority received and name of person authorizing movement. This information must be turned over to conductor at end of trip for his record.

**SALEM DISTRICT**

4—Between Neilson and W. V. Tower, CB&Q trains use C&EI tracks and are governed by C&EI rules and instructions.

a—Time shown on this time table as at Chaffee is for information only. Thebes is initial and terminal station under rule 4 Book of Rules.

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

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

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

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

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

**NORTH JUNCTION, CONTROLLED ELECTRIC INTERLOCKING:**

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

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

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

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

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

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

**OPERATION BETWEEN NORTH JUNCTION AND ILLMO:**

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

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

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

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

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

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

**MANUAL INTERLOCKING ILLMO:**

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

The Interlocking Home Signals operate in conjunction with automatic block signals, governing northward movements with the current of traffic only on Bridge Company's tracks, and governing southward movements with the current of traffic only on to St. L. S. W. Tracks. The indication of signals for northward movements against the current of traffic on Bridge Company's tracks will not relieve trains and engines from complying with Rule 2 on Page 3, of SI&MB Operating Rules, effective January 1, 1936.

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

**WHISTLE SIGNALS. ILLMO INTERLOCKING:**

For normal route. . . . . Four short blasts

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

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

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

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

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

a—Yard Center, Thornton Jct., M.C. Tower, Jay Tower, N.E. Tower, M.G. Tower, St. Anne, Watseka, Woodland Jct., Hoopeston, North Yard, Cory, Walz, Goodwine, Stockland, Johannott.

b—STOCKLAND and JOHANNOTT—Automatic plants. If a train is stopped by a home signal and no CMStP&P train is approaching or on crossing, crew must operate hand release in box on tower wall. Instructions are in the box. If home signal does not then change to Proceed, train may move through plant on hand signal from trainman at crossing.

**2—EVANSVILLE DISTRICT**

a—Cayuga, Hillsdale, Clinton, Atherton, Otter Creek Jct., Burnett, Dewey, Haley, Locust St., Terre Haute, Baker, Spring Hill, Seifert, Sullivan, Sullivan IC, Carlisle, Oaktown, Smith, Southend Vincennes, Penn. R.R., Alice, Decker, Miller, Gibson, Princeton (Southern RR), King, Ft. Branch, Ingle, and Wansford.

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

c—Northward passenger trains occupying main track, setting out or picking up, may pass southward home signal indicating red over red over yellow (RULE 290-A) to place engine on train.

d—SPRING HILL—Plant controls both ends of sidings and crossings and connections just north and just south of the siding. When stopped by the home signal at north crossing and signal does not display pro-

ceed indication, do not proceed until permission is obtained from the signalman by telephone and until switch and derails are inspected and known to be properly set. In addition, main track movements must receive clearance card Blank A as per rule 509 before proceeding over the plant. When necessary these derails and switch may be operated by hand after obtaining permission from the signalman. Instructions are posted in telephone box at each home signal and on switch and derail machines.

e—SULLIVAN—IC. Automatic plant. Home signals equipped with smashboards. If a train is stopped by a home signal and no conflicting movement is being made, operate C&EI time release in box on instrument house at crossing. If signal remains at Stop, make sure both C&EI smashboards are vertical, cranking them up if necessary and proceed through plant on hand signal from trainman at crossing. To make reverse move through plant after train has passed opposing home signal, push button on home signal. If it does not change to proceed indication, operate C&EI release at crossing and protect movement as described above, cranking smashboards up if necessary. Instructions for operating release and cranking smashboards are in release box.

f—VINCENNES—The northward and southward home signals are controlled jointly by the C.T.C. operator and the leverman operating the crossing signal. Signals are so arranged that a proceed indication cannot be given until the signal at the B&O crossing is in the diagonal position in accordance with Rule 2 (a), under RAILROAD CROSSINGS NOT INTERLOCKED. This signal can be placed in a diagonal position without the home signal indicating proceed, but the home signal cannot indicate proceed without the crossing signal being in the diagonal position. The most restrictive indication of either of these signals must be observed.

g—VINCENNES—Penna. RR and Princeton-Sou. Ry.—Automatic plants. If a train is stopped by a home signal and no conflicting movement is being made, operate C&EI release in telephone box at crossing. If signal does not change to proceed indication within two minutes, proceed through plant on hand signal from trainman at crossing. At Princeton, southward signal governing movement from transfer track will not give a proceed indication unless crossover to main track is reversed.

**3—ST. LOUIS DISTRICT**

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

PANA—Northward movements on southward track on proceed indication of slow speed interlocking signal may find Illinois Central connection set for turnout and speed must be such that train can be stopped short of dwarf signal in this connection for B&O crossing.

**4—SALEM DISTRICT**

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

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

c—TAMMS—Train or engine finding home signal at stop must occupy track 200 ft. in advance of home signal in order to receive a proceed indication of the home signal. Northward and southward home signals are automatically controlled through track circuits.

**5—WESTVILLE DISTRICT**

a—Danville—Wabash lead to P&E.

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

c—W. R. Tower, Bronson, Ryan.

d—RYAN—Interlocking routes will be changed by C&EI crews. Trains must stop at home signal. If no train on opposing route, a trainman must reverse the two derail levers in second story of tower. When home signal changes to Proceed, train may move through plant and the derail levers must then be restored to normal and the tower door closed and locked. If home signal fails to change to Proceed after the derail levers are reversed, train may move through plant on hand signal from trainman at crossing after crew has made sure that derails are properly set and that no train is on or approaching the crossing on opposing route.

**RAILROAD CROSSINGS NOT INTERLOCKED****1—DANVILLE DISTRICT**

a—STEWART—NYC. Gate normally across C&EI and locked and semaphore arm on gate post vertical. C&EI trains Stop, crews operate gate and restore to normal after movement over crossing is complete.

**2—EVANSVILLE DISTRICT**

a—Vincennes—B&O. Semaphore signal at crossing. Arm diagonal indicates for C&EI movement over crossing. In addition home signal must be at proceed for movement over south end of siding switch and B&O Crossing as per Rule 2 (f) under CROSSING INTERLOCKED. A proceed indication given by the home signal and the diagonal position of the crossing signal does not permit a train to disregard the law or rule to make full stop for this crossing.

b—EVANSVILLE—Southern and IC.

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

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

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

e—Mt. VERNON—L&N. Gate normally across C&EI and electrically locked. C&EI trains Stop, crews operate gate in accordance with instructions posted at crossing and restore gate to normal after movement over crossing is complete.

**3—SALEM DISTRICT**

a—ALAMONT—B&O.

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

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

d—TP 373-12—MP. Gate normally across MP. Signals indicate Proceed if gate is normal and Stop if gate is across C&EI track. Approach signals under control and do not proceed on-to crossing until signal indicates Proceed, gate is properly lined for C&EI movement and crossing is clear.

e—KARNAK—NYC. Gate normally across C&EI and locked. C&EI trains Stop, crews operate gate and restore to normal after movement over crossing is complete.

**DISTRICT SPEED RESTRICTIONS**

The following restrictions govern all trains and engines except where speed restrictions covered by General Instruction 11 are less:

**DANVILLE DISTRICT**

	MPH
Yard Center—Over railroad crossings on main track . . .	40
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 . . . . .	40
Steger—Over spring switch against traffic on southward track . . . . .	40
Momence—Between M.G. Tower and TP 50-20 . . . . .	60
St. Anne—Over NYC crossing . . . . .	60
Watska—Until engine has passed over street crossings . . . . .	60
Coaler—Through coal chute . . . . .	35
Woodland Jet.—On northward track through interlocker . . . . .	60
On southward track through interlocker . . . . .	40
Through north crossover . . . . .	20
Milford—Bridge 885 Four tenths miles south of Milford . . . . .	70
On northward track . . . . .	40
Hoopston—Until engine has passed over street crossings . . . . .	40
Danville—Between Wabash crossing North Yard and P&E crossing Cory . . . . .	20
Cory—Through the crossover between tracks 1 and 2 . . . . .	10
Wals—Around curve at TP 125-27 and over railroad crossing . . . . .	60

**FREELAND PARK—CISSNA PARK—JUDYVILLE BRANCH**

Milford Jct. to south end of curve . . . . .	15
South end of curve Milford Jct. to MP 93.3 . . . . .	30
MP 93.3 to Freeland Park . . . . .	15
Cisna Park to Cisna Jct., engines 840-965 & Diesels . . . . .	30
Other engines . . . . .	20
Alonso—Around curve at TP 94-20 to 95-10, all engines . . . . .	20
Rossville Jct. to Judyville . . . . .	20

**EVANSVILLE DISTRICT**

MPH

Perrysville—Between TP 133-20 and 134-20 on both tracks . . . . .	60
Cayuga—Over NKP crossing . . . . .	40
Newport—Between TP 147-5 and 148-6 northward track . . . . .	40
Between TP 147-5 and 148-6 southward track . . . . .	40
Dana—Wabash River Ordnance tracks and over switch and through turnout just west of highway Route 63 five (5) MPH . . . . .	40
Clinton—Over spring switch at end of double track . . . . .	30
Over Wabash River Bridge—Steam (Use 45 seconds over truss) . . . . .	10
Over Wabash River Bridge—Diesel . . . . .	20
Between TP 163-20 and 164-10 . . . . .	55
Otter Creek Jct.—Around curve . . . . .	60
Terre Haute—Haley—Southward home signal to south end Locust Street . . . . .	30
South end Locust Street to automatic signal 178-7 (Crawford Street) . . . . .	20
Automatic signal 178-7 (Crawford Street) to T.P. 179-16 . . . . .	30
Sullivan—Passing Coal Chute . . . . .	35
Until engine has passed over IC crossing . . . . .	20
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 233-31 . . . . .	55
Over Penna crossing. (See rule 11a page 18.) . . . . .	10
Between TP 233-31 and TP 235-39 . . . . .	35
Decker—White River Bridge and trestle—Steam (Use 67 seconds) . . . . .	15
White River Bridge and trestle—Diesel . . . . .	20
Hazleton—Moving out of Atlanta track MP 249 . . . . .	5
Around curves TP 248-7 to TP 249-0 . . . . .	70
Around curve between TP 251-22 and 251-37 . . . . .	60
Miller—Between MP 253 and 254 . . . . .	55
Patoka—Between TP 254-40 and TP 255-35 . . . . .	55
Gibson—Between TP 258-10 and 258-30 . . . . .	60
Princeton—Around curve south of depot . . . . .	40
—Until engine has passed over Southern Railway crossing . . . . .	20
Around curves between TP 271-15 and 272-7 . . . . .	60
Evansville—Between Wansford and TP 285-13 . . . . .	50
Evansville—Between TP 285-13 and Union Track Jct. . . . .	20
Belt Ry. . . . .	10
Union Track Junction to Evansville, except (8) miles per hour between Fifth and Clark Street, five (5) miles per hour passing over Main St. and Fulton Avenue . . . . .	15
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.	
<b>BRAZIL BRANCH</b>	
Otter Creek Jct. to Brazil . . . . .	25
Steam Engines backing up . . . . .	20
Burnett—Over Bridge E1748 Engines 840-965 and Diesels . . . . .	10
Other engines . . . . .	5
Brazil—Over Old National Road . . . . .	10
<b>MT. VERNON BRANCH</b>	
Mt. Vernon Jct. to Mt. Vernon . . . . .	30
Wadesville—Over highway 1350 ft. south of Depot . . . . .	15
Solitude—Over Bridge M2958 . . . . .	15
<b>ST. LOUIS DISTRICT</b>	
Woodland Jct.—Northward trains through crossover . . . . .	20
Southward trains through turnout . . . . .	40
Bridge C1114—About 2½ miles north of Gerald . . . . .	60
Villa Grove Jct.—Northward movements over spring switch end of double-track . . . . .	30
Villa Grove to St. Louis. Passenger trains handling less than three (3) cars . . . . .	65
V. E. Over main track spring switch . . . . .	30
Tuscola—Around curves north of IC crossing . . . . .	20
Arthur—Around curve and over Penna. crossing . . . . .	25
Sullivan—Around curve at depot between TP 176-01 and 176-08 . . . . .	20
Okaw—Okaw Bridge C1818 . . . . .	60

**DISTRICT SPEED RESTRICTIONS—Cont'd**

	MPH
Hall—Over Spring Switch End Double Track.....	30
—Through coal chute .....	35
Findlay Jct.—Over junction switches.....	30
Through crossover.....	15
Pana—Entering or leaving NYC main tracks.....	10
St. Louis—Engines 1016 to 1023 inclusive on Merchants Bridge and Approaches.....	20

**SALEM DISTRICT**

Kaskaskia Bridge C1942 (Use 45 seconds).....	20
Altamont—Curve at Depot.....	20
S. X. Tower—Curve at tower.....	25
Happy Hollow—Around reverse curves between TP 228 and TP 228-24.....	40
V. N. Tower—Between home signals.....	25
Saline Creek Bridge C3243 (Use 30 seconds).....	20
Between TP 332-6 and MP 334.....	35
Grasshopper Creek Bridge C3347 (Use 23 seconds).....	20
Between TP 335-10 and TP 335-22.....	25
Between TP 338-15 and TP 338-25.....	25
Thebes—SI&MB Co. Bridge.....	25

**JOPPA BRANCH**

Joppa Jet to Joppa.....	25
When handling loaded hopper cars.....	15

**WESTVILLE DISTRICT**

Wabash crossing to 300 feet south of Wellington St.....	25
North Yard to Westville.....	35
Danville—Main Street TP 124-6.....	10
Bridge W1262 Vermillion River.....	10
Rock Cut—Between TP 126-25 and 127-14.....	15
Westville to Villa Grove Jct., except Mikado engines.....	40
Westville to Villa Grove Jct. Mikado engines.....	30
Indianola—Curve north of depot TP 141-32.....	30

**SIDELL BRANCH**

Rossville Jct. to Sidell Jct. except Mikado engines.....	40
Rossville Jct. to Sidell Jct. Mikado engines.....	30
Bridge D1179 South of Jamesburg.....	10
Bridges D1297 and D1301 South of Bronson.....	10

**ENGINES RESTRICTED ON MAIN TRACKS**

1000, 1900, 115 to 118, 1100, 1200, 1300, 1400 and 1500 class Freeland Park—Judyville—Mt. Vernon Branches. North Branch of Jackson Mine Branch. South of Miami Jct., on South Branch of Jackson Mine Branch. Joppa Branch—Must not go south of MP 363.5 Brazil Branch.
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**ENGINES RESTRICTED OVER BRIDGES**

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

**ST. LOUIS DISTRICT**—St. Louis: engines 1000 to 1023, 1800 to 1802, 1900 to 1959, 115 to 118, 1100, 1200, 1300, 1400 and 1500 class must not be run over the Eads Bridge. Engines 1900 to 1959 may be run between Granite City and Union Station, St. Louis via the Merchants Bridge, at speed not to exceed 15 MPH while on river spans of bridge. Cab awnings must be in raised position while passing under Eads bridge. Engines 1018 to 1023 and 1900 to 1959 must not be doubleheaded over the Merchants Bridge with any class engine, except when separated by three (3) cars.

Engines 1800 to 1802 must not be used between Granite City and St. Louis.  
**SALEM DISTRICT**—Engines 1018 to 1023, 1800 to 1802 and 1900 to 1959 must not doublehead over Kaskaskia River Bridge (C1942) Saline Creek Bridge (C3243) Grasshopper Bridge (C3347) with engines of the above classes, except when separated by three (3) cars.

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

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

**SIDELL BRANCH**—Engines 1016 to 1023, 1800 to 1802, 1900 to 1959 class and Diesels must not doublehead with each other or with engines of any class over any of the bridges except when separated by three (3) cars.

**ENGINES RESTRICTED ON AUXILIARY TRACKS**

All Engines restricted on the following tracks:

<b>ST. ANNE</b>	Engines of 1000 class, Meiers No. 2 track. 5 miles per hour.
<b>MOMENCE</b>	Engines of 1000 class, Tablers track. 5 miles per hour.
<b>GRANT PARK</b>	Gleaner Lumber Co., 5 miles per hour.
<b>WESTVILLE</b>	Hegeler Lead, consolidated engines 10 miles per hour.
<b>VINCENNES</b>	Ebner Belt track, Industrial Spur, 5 miles per hour.
<b>HAZLETON</b>	Atlanta track. Hold on to at least 3 cars so engine will not go beyond gravel hopper.
<b>MT. VERNON</b>	Keck Gonnerman track may be used for distance of 500 feet from switch, 5 M.P.H.
<b>BENTON</b>	1900 South Interchange track, Mo. Pac., beyond clearance point. Dallape track. On curve west end beyond crossing east of Standard Oil Co.
<b>W. FRANKFORT</b>	Old Ben Mine No. 15, consolidated engines 15 miles per hour; 1900 class, 10 miles per hour.

Engines of 1000, 1900, 115 to 118, 1100, 1200, 1300, 1400 and 1500 class restricted on the following tracks:

<b>GRANT PARK</b>	South elevator track.
<b>WATSEKA</b>	East wye beyond house track frog. House track beyond south end of freight house platform.
<b>HOOPESTON</b>	Malleable track.
<b>WESTVILLE</b>	Hegeler Lead
<b>Farmersburg</b>	Elevator track.
<b>Sullivan County Branch</b>	—15 miles per hour except: 10 miles per hour between Peerless Junction and Peerless mine 5 miles per hour through Peerless mine load track turnouts. Mt. Vernon Branch—Beyond 75 car lengths west of wye.

**Engines of 1018 Class**—Restricted on following track.

Locust Street in-bound Engine lead.

The following tracks must not be used by Engines of the 1008-1023, 1800, 1900, 115 to 118, 1100, 1200, 1300, 1400 and 1500 class except as indicated:

<b>VILLA GROVE</b>	*Alexander Lumber Company.
<b>TUSCOLA</b>	*Deep Water Ice Company track 1900 class may use not exceed 5 miles per hour. *IC Connection may be used by the 1900 class engines but must not exceed 5 miles per hour.
<b>ARTHUR</b>	*Penna. Connection track No. 2 may be used but must not exceed 5 miles per hour.
<b>SULLIVAN</b>	*IC Connection may be used by 1900 class engines, not to exceed 5 miles per hour.
<b>ILL.</b>	
<b>PANA</b>	*Pana Coal Company tracks. *IC Connection may be used by 1900 class engines, not to exceed 5 miles per hour.
<b>SALEM</b>	*B. & O. Connection may be used to clearance points back of turnout on two tracks used as delivery and receiving tracks.
<b>MT. VERNON</b>	*Mt. Vernon Car Mfg., Co., tracks. J. P. Devine Mfg., Co., tracks. Moss Tie Co., Plant. *MP and JSW Connections. *Tracks 1 and 2 in northeast angle Southern connection may be used by 1900 class engines, not to exceed 5 miles per hour.
<b>ILL.</b>	
<b>W. FRANKFORT</b>	1900 class engines may use tracks serving Mines 18 and 19 and Old Ben No. 8 mine tracks.
<b>CHASCO</b>	Engines of the 1900 class may use lead to point 150 feet north of tipple and may use empty track a sufficient distance to place empties over summit of hump.
<b>KARNAK</b>	Not beyond 200 feet east of Main Box Factory plant.
*Diesels not restricted.	

**STOCK DRENCHERS**

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



## CHANGES IN RULES IN BOOK OF RULES

- a-General Orders—Pages 10—11—12. Conductors and enginemen will sign only such general orders as affect the territory where they are qualified to operate, as shown on their examination certificate.
- b-Telegraph Bulletins—Page 13. When authorized by train dispatcher, operators may display train order signal in caution indication and deliver telegraph bulletins by hoop without reading to conductor or engineman and without requiring signature and when so delivered the responsibility for correctness of manifold copies will rest with the operator.
- c-Definitions Page 14.  
 Division—This definition is eliminated.  
 District—A portion of a railroad designated by time table.  
 Markers—Lamps of prescribed color and construction indicating the rear of train.
- d-Rule O (Add)—LEADING FOOTBOARD. Do not ride leading footboard of engine except during short switching movements. Not more than two men are allowed on leading footboard at the same time, one each side of drawbar. Do not board leading footboard of a moving engine. Wait until it has stopped.
- e-Rule 4a—Notice of a new time table and supplements thereto will be posted by General Order at least seventy-two hours prior to its taking effect. Trainmen and enginemen must inquire for and know that they have the current time tables. Conductors and enginemen must know that brakemen and firemen have current time tables before commencing each trip. Yard-masters must know that each yard conductor and yard engineman has current time table.
- f-Rule 5—2nd Paragraph—The time applies at switch where an inferior opposing train enters the siding to clear such time. Where there is no siding it applies to the place from which fixed signals are operated; where there is neither fixed signal nor siding, it applies to the place where passenger traffic is handled. In CTC territory the time applies where passenger traffic is handled except at Haley and Spring Hill where time applies at train order signal.
- g-Rule 6—"e" conditional stop.
- h-Rule 14 (n)—Two long, one short and one long.  
 Add to paragraph (p) of Rule 14, the words: (See Rule 90a).  
 Eliminate the last two lines, page 22, rule 14, reading: "Should the engineman fail to correctly sound 14(p) approaching a meeting point, trainmen must stop the train."
- i-Addition to Rule 16 (g) \_\_\_\_\_ Approaching meeting or waiting points. (See Rule 90a).
- j-Rule 17—First paragraph—A headlight must be displayed to the front of every train by night, but must be extinguished when the train is standing clear of the main track to meet another train or is standing to meet trains at the end of double track or at junctions, until the rear of the train to be met has passed.
- k-Rule 19—Passenger Trains, by day two marker lamps, one on each side, instead of green flags. Marker lamps must be placed in the hood bracket on all cars having observation end. Platform marker lamp is discontinued.  
 Freight Trains, by day two marker lamps, one on each side, instead of green flags. Cupola marker lamp is discontinued.
- l-Rule 27—A fixed signal imperfectly displayed by the absence of a light, a white light, or a light of uncertain color; or the absence of a fixed signal at a place where such signal is usually shown will be regarded as the most restrictive indication that can be given by that signal, except that when the day indication is plainly seen, it will govern. Any signal failure must be reported to Chief Train Dispatcher. Trainmen, yardmen, enginemen and other employees observing any switch light imperfectly displayed or absent while at a station siding or in yards will, if practicable, correct or replace the light. Rule 27(a) is cancelled.
- m-Rule 27 (c)—When track is not safe for usual speed, a yellow disc signal will be displayed on engineman's side six thousand (6000) feet from point of restriction. A rectangular yellow signal with black diagonal stripe will be placed four thousand (4000) feet from point of restriction.  
 A green signal will be placed immediately beyond the point protected. Unless otherwise authorized, by special instructions, speed must not exceed rate of ten (10) miles per hour from point of restriction until entire train has passed the green signal.
- n-Rule 33—Watchmen stationed at street or highway crossings, must use stop signals when necessary to stop trains. They will use the stop discs by day and red lights by night to stop highway traffic.
- o-Rule 83—On single track a train must not leave its initial station on any district, or a junction, or pass from double to single track, until it has been ascertained whether trains due, which are superior, have arrived or left.
- p-Rule 90 is cancelled.
- q-Rule 90a—When meeting by train order or waiting for time to leave, unless otherwise provided, the superior train must wait clear of the switch to be used by the inferior train in taking the siding, and if the train to wait on the main track is the first to arrive, the switch must be promptly set for opposing train to take the siding.  
 On trains equipped with communicating signal system, the conductor must give signal 16(g) to the engineman one (1) mile preceding the point where by train order it is to meet an opposing train or comply with a wait or run late order. The engineman will immediately reply with signal 14(p).  
 After giving the signal and receiving the answer by whistle from the engine (or failing to hear the signal distinctly) the conductor will give his undivided attention to the meeting point and if engineman fails to prepare to stop short of the fouling point, the conductor will take immediate action to stop the train.  
 Enginemen of other trains must give the signal as per rule 14(p) under the same conditions.  
 Should the engineman fail to give this signal or fail to prepare to stop short of fouling point, the conductor and/or trainmen must take immediate action to stop the train.  
 Failure to give these signals will not relieve conductors or enginemen of responsibility.
- r-Rule 93—Yard limits are indicated by yard limit signs and by district instructions in time table. Within yard limits the main tracks may be used, clearing first and second class trains as per rules 86 and 87. Third class and extra trains, road engines, yard engines and motors must move on either main track within yard limits under such control as will prevent accident and must not exceed five (5) miles per hour unless the main track is seen or known to be clear, and such movements will be made without clearing or protecting against each other. First and second class trains running against the current of traffic must move within yard limits prepared to stop unless the main track is seen or known to be clear.
- s-Rule 97—Clearance blank A is authority for a regular train (not a section) to use its schedule over more than one district.  
 Extra trains in C.T.C. territory may be authorized by Blank A.
- t-Rule 103b—applies within yard limits except when in charge of a crew or otherwise protected.
- u-Rule 119—Trains receiving 19 Order reduce speed to twenty-five (25) M. P. H., to insure delivery with safety. If orders are missed by enginemen or trainmen, the train must be stopped until copies of the train orders are obtained. (See Rule 90-A.)
- v-Rule 206—First paragraph—In train orders regular trains will be designated as "No. 10" and sections as "Second 10," adding engine numbers. Extra trains will be designated by engine numbers and the direction as "Extra 798 north or south." Trains named in train orders must be identified by engine number. A hand signal from a train is not sufficient identification for safety and must not be accepted as identification.
- w-Form D-R. Page 52. Last paragraph is cancelled.
- x-Rule 211—Second paragraph—Where automatic block system is not in use the "19" form of train order must not be used to restrict the superiority or movement of a train unless the movement is also protected by the intermediate order on form "31" addressed to the operator and the train to be restricted.  
 Where automatic block system is in use the "19" form of train order may be used to restrict the superiority or movement of a train except as follows:  
 (a) When the superior train is to receive the order at meeting or waiting point.  
 (b) To protect movements against the current of traffic.
- y-Rule 221—When a train order or telegraph bulletin is to be delivered where the normal position of the signal is clear, the operator must display the stop indication and respond "SD" before taking the order or telegraph bulletin. After 19 form order is repeated completed by train dispatcher and ready for delivery, the operator will then place the train order signal in caution or diagonal position.
- z-Rule 290-A (Add) At interlockings outside of automatic block signal territory but where an automatic block signal section is established, stop, interlocking route properly set, proceed at restricted speed to end of such automatic block signal section. (This applies at Tamms.)

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

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

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

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

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

cc—Automatic Block Signals, Centralized Traffic Control and Interlocking rules of the Operating Department showing an effective date of December 15, 1946 are in effect on all portions of the railroad. All automatic block signal, interlocking and spring switch rules of the Operating department dated December 15, 1919 are cancelled.

dd—Rule 509—(Add to 1st paragraph)—The requirement of this rule must be repeated at each Stop-indication.

ee—Rule 515—A train or engine having passed beyond the limits of a block must not back into that block, except under protection as prescribed by Rule 99 or train order.

ff—Rule 528 (Add)—Northward trains receiving a proceed indication on the northward home signal at Clinton, will move ahead of overdue superior trains until otherwise directed.

gg—Rule 536 (Add)—Trains or engines authorized by Track and Time Limits to occupy main track where there are Controlled Electric Locks may consider the indication of the signals suspended within such limits and make movements over the switches and past signals in stop position on hand signals from Trainmen stationed near the switch during the time authorized.

**STATIONS AND TRACKS NOT ON SCHEDULE PAGES****DANVILLE DISTRICT**

Mile from Chgo.	STATION NAME	Station No.
23.4	Glenwood.....	23
34.2	Goodenow.....	34
41.0	Sollitt.....	41
124.8	Oaklawn.....	125
90.6	Crawford Switch.....	F90

**EVANSVILLE DISTRICT**

128.9	Rileysburg.....	129
138.1	Dickason Pit.....	138
151.4	Worthy.....	151
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.....	
283.0	Straight Line Jct.....	283
*151.0	Dana.....	N152
	Sullivan County Branch.....	197
	Peerless. MINE	
	CMStP&PRR.....	P 205

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

**SALEM DISTRICT**

208.1	Holland.....	C208
248.2	Brubaker.....	C248
276.9	JSW RR.....	C277
304.5	Orient Jct. Branch.....	
306.4	Old Ben 15.....	C306
308.8	Jenkins Spur.....	C309
314.3	Spillertown.....	C314
317.7	Tie Plant.....	C318
321.8	Hudgens.....	C322
349.3	Oberts.....	C349
368.4	Cox.....	C368
350.8	Mains Spur.....	J351

**ST. LOUIS DISTRICT**

116.5	Dailey.....	C117
124.7	Pauline.....	C125
129.1	Tipton.....	C129
155.5	Craigs.....	C156
173.1	Chippis.....	C173
179.5	Kirksville.....	C180
194.3	Henton.....	Y194
199.3	Dollville.....	Y199

**WESTVILLE DISTRICT**

123.6	Riley Track.....	
126.5	Maring.....	W127
136.8	Bunson Switch.....	
145.3	Sconce.....	
150.1	Hastings.....	W150

TRAIN ORDER OR BLOCK STATIONS ARE OPEN ONLY AS FOLLOWS:

**DANVILLE DISTRICT**

	Week Days	Sundays	Holidays
Milford.....	7.00 AM to 3.00 PM		
Wellington.....	6.00 AM to 3.00 PM		
Bismarck.....	7.30 AM to 4.30 PM		

**EVANSVILLE DISTRICT**

Owensville.....	9.00 AM to 6.00 PM		
Cynthiana.....	9.00 AM to 6.00 PM		
Poseyville.....	9.00 AM to 6.00 PM		
Wadesville.....	9.00 AM to 6.00 PM		
Mt. Vernon.....	7.00 AM to 3.00 PM		

**ST. LOUIS DISTRICT**

Bryce.....	8.00 AM to 5.00 PM		
Goodwine.....	{ 8.00 AM to 4.00 PM 4.00 PM to 12.00 PM	4.00 PM to 12.00 PM	4.00 PM to 12.00 PM
Fountain Creek.....	8.00 AM to 5.00 PM		
Reilly.....	8.00 AM to 5.00 PM		
Ellis.....	{ 8.00 AM to 4.00 PM 8.30 PM to 4.30 AM	8.00 AM to 4.00 PM 8.30 PM to 4.30 AM	8.00 AM to 4.00 PM 8.30 PM to 4.30 AM
Royal.....	8.00 AM to 5.00 PM		
Block.....	8.00 AM to 5.00 PM		
Bongard.....	8.00 AM to 5.00 PM		
West Ridge.....	7.30 AM to 4.30 PM		
Bourbon.....	7.00 AM to 4.00 PM		
Cadwell.....	7.00 AM to 4.00 PM		
Westervelt.....	7.30 AM to 4.30 PM		

**SALEM DISTRICT**

Altamont.....	7.25 AM to 4.25 PM	7.25 AM to 9.25 AM	7.25 AM to 9.25 AM
St. Peter.....	8.00 AM to 5.00 PM		
Kell.....	8.00 AM to 5.00 PM		
Ina.....	8.00 AM to 5.00 PM		
Benton.....	3.30 PM to 11.30 PM	6.30 PM to 8.30 PM	3.30 PM to 11.30 PM
Johnston City.....	9.00 AM to 6.30 PM	9.00 AM to 6.30 PM	9.00 AM to 6.30 PM
Marion.....	4.00 PM to 12.00 PM	5.30 PM to 7.30 PM	4.00 PM to 12.00 PM
Neilson.....	8.15 AM to 5.15 PM	8.15 AM to 5.15 PM	8.15 AM to 5.15 PM
Goreville.....	9.00 AM to 6.00 PM		
WV Tower.....	8.15 AM to 5.15 PM	8.15 AM to 5.15 PM	8.15 AM to 5.15 PM
Cypress.....	8.15 AM to 5.15 PM		
Tamms.....	7.00 AM to 3.00 PM	7.00 AM to 9.00 AM	7.00 AM to 9.00 AM
Olive Branch.....	7.45 AM to 4.45 PM		
Karnak.....	7.00 AM to 4.00 PM		
Joppa.....	7.00 AM to 4.00 PM		
Thebes.....	7.00 AM to 4.00 PM	7.00 AM to 4.00 PM	7.00 AM to 4.00 PM

**WESTVILLE DISTRICT**

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		

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