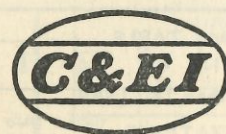


SPEED TABLE

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

J. H. JONES, Train Master
 W. R. HILL, Train Master
 C. G. RODGERS, Train Master
 E. A. TEMPLE, Train Master
 R. W. GERLOFF, Terminal Train Master
 G. H. PITTAWAY, Road Foreman
 R. F. WHITLOW, Road Foreman
 H. S. VIERLING, Road Foreman
 D. ADDUCI, Terminal Road Foreman
 F. J. WEHLING, Chief Train Dispatcher
 W. A. DONAHUE, Chief Train Dispatcher
 T. A. ROBERTS, Asst. Chief Train Dispatcher
 W. R. JOHNSON, Asst. Chief Train Dispatcher
 C. McCLEARY, Chief Train Rule Examiner



Chicago & Eastern Illinois Railroad

41

TIME TABLE

No. 41

Effective

Sunday, December 18, 1949

12:01 A. M.

Central Standard Time

For Government of Operating Department Employees Only.

D. B. JENKS, Vice-President & General Manager

C. H. FISCHER, Superintendent of Transportation

J. T. THEBY, Division Superintendent

DANVILLE SUBDIVISION—Southward

Train Order Stations	Distance from Chicago	Distance between Stations	TIME TABLE No. 41 December 18, 1949		FIRST CLASS														
			STATIONS								1	9	3	7	11	15	5		
											Daily	Daily	Daily	Daily	Daily	Daily	Daily		
DN			CHICAGO.....	AM	7.55	AM	10.00	PM	12.30	PM	4.15	PM	5.10	PM	10.15				
....	16.9	18.0	DOLTON JCT.....	Between Chicago and Yard Center, use C&WI current time table and rules.															
DN	18.0	1.1	YARD CENTER ^c w ^o x		8.28		10.33		1.03		4.48		5.43		10.48				
DN	20.1	2.1	THORNTON JCT. ^x																
DN	26.6	6.5	CHICAGO HTS. ^s		8.45		10.40		1.11		4.55		5.52		10.56				
DN	26.8	0.2	M. C. TOWER..... ^x																
....	27.0	0.2	JAY TOWER..... ^x																
....	28.8	1.8	STEGER..... ^{px}		8.50														
....	30.4	1.6	CRETE..... ^c		8.54														
....	32.5	2.1	N. E.....		8.58		10.47		1.20		5.02		5.59		11.04				
....	37.6	5.1	BEECHER..... ^c		9.04														
....	44.7	7.1	GRANT PARK..... ^c		9.15		10.57		1.30		5.12		6.09		11.14				
DN	49.7	5.0	M. G. TOWER..... ^x																
....	49.9	0.2	MOMENCE..... ^{pw} x		9.31		11.01		1.35		5.16		6.14		11.19				
....	57.9	8.0	WICHERT..... ^c		9.41														
DN	60.1	2.2	ST. ANNE..... ^s		9.52		11.09		1.44		5.24		6.24		11.28				
....	64.2	4.1	PAPINEAU..... ^w		9.58														
....	67.7	3.5	MARTINTON.....																
....	71.5	3.8	PITTSWOOD..... ^c		10.08		11.18		1.53		5.33		6.33		11.37				
DN	77.5	6.0	WATSEKA..... ^x		10.28		11.23		2.00		5.38		6.42		11.42				
....	79.6	2.1	COALER..... ^{cw} x		10.30		11.25		2.02		5.40		6.44		11.44				
....	81.8	2.2	WOODLAND..... ^c		10.34														
DN	82.6	0.8	WOODLAND JCT.....		10.37		11.30		2.06		5.43		6.48		7.02		11.48		
D	88.1	5.5	MILFORD..... ^x		10.50				2.12				7.10		11.54				
....	89.1	1.0	MILFORD JCT..... ^x																
....	92.7	3.6	CISSNA JCT.....																
D	94.2	1.5	WELLINGTON..... ^w		10.59		11.41		2.18				7.17		12.00				
DN	99.2	5.0	HOOPESTON..... ^x		11.13		11.45		2.26		5.57		7.28		12.07				
....	105.2	6.0	ROSSVILLE.....		11.26														
....	107.1	1.9	ROSSVILLE JCT. ^w		11.29		11.52		2.36		6.08		7.37		12.16				
....	111.2	4.1	ALVIN..... ^f		11.37														
D	114.3	3.1	BISMARCK..... ^c		11.41		11.58		2.44		6.09		7.44		12.21				
DN	123.2	8.9	DANVILLE..... ^{ox}		12.25 ⁹		12.20 ¹		3.06		6.28		8.00		1.00				
DN	125.8	2.6	WALZ..... ^x		12.29		12.24		3.11		6.32				1.05				
....	126.5	0.7	BREWER..... ^w x		12.30		12.25		3.12		6.33				1.06				
					PM		PM		PM		PM		PM		AM				
Average Miles Per Hour					28		52		47		55		51		42		44		

CONDITIONAL STOPS

No. 1—Steger, Crete, Beecher, Grant Park, Wichert, Papineau, Martinton, Pittswood, Woodland, Wellington, and Bismarck, daily to receive and discharge passengers; daily except Sunday to handle mail and express.

No. 3—Momence on Sunday to discharge revenue passengers.

No. 5—Watseka to discharge revenue passengers from Chicago.

No. 7—Chicago Heights to receive revenue passengers holding prior reservations destined Nashville, Tenn. and points south.

No. 9—Chicago Heights to receive revenue passengers for Nashville, Tenn. and south when advance reservations have been secured.

DANVILLE SUBDIVISION—Northward

Train Order Stations	Distance from Chicago	Distance between Stations	TIME TABLE No. 41 December 18, 1949 STATIONS	FIRST CLASS															
				6	8	16	12	4	2										
				Daily	Daily	Daily	Daily	Daily	Daily										
DN			CHICAGO.....	AM 5.20	AM 9.05	AM	PM 12.40	PM 3.30	PM 9.50										
	16.9	16.9	DOLTON JCT.....	Between Yard Center and Chicago use C&WI current time table and rules.															
DN	18.0	1.1	YARD CENTER CWOX	s 4.48	8.33		12.08	s 2.58	9.18										
DN	20.1	2.1	THORNTON JCT. x	4.44	8.20		12.04	2.54	9.14										
	26.6	6.5	CHICAGO HTS. s	4.38	c 8.23		s 11.58	s 2.48	s 9.08										
DN	26.8	0.2	M. C. TOWER x																
	27.0	0.2	JAY TOWER wx																
	28.8	1.8	STEGER PX																
	30.4	1.6	CRETE																
	32.5	2.1	N. E.	4.25	8.13		11.49	2.32	8.55										
	37.6	5.1	BEECHER																
	44.7	7.1	GRANT PARK	4.12	8.02		11.38	2.18	8.40										
DN	49.7	5.0	M G. TOWER x																
	49.9	0.2	MOMENCE PWX	s 4.06	7.56		s 11.32	s 2.10	s 8.33 ⁵⁸										
	57.9	8.0	WICHERT																
DN	60.1	2.2	ST. ANNE	3.52	7.47		f 11.22	s 1.54	8.24										
	64.2	4.1	PAPINEAU w					1.46											
	67.7	3.5	MARTINTON																
	71.5	3.8	PITTWOOD																
DN	77.5	6.0	WATSEKA x	s 3.36	7.31	10.50	s 11.07	s 1.33	s 8.06										
	79.6	2.1	COALER CWX	3.30	7.27	10.44	11.02	1.25	8.00										
	81.8	2.2	WOODLAND																
DN	82.6	0.8	WOODLAND JCT.	3.27	7.25	10.40	10.59	1.22	7.57										
D	88.1	5.5	MILFORD x	f 3.22		s 10.32		s 1.15	7.51										
	89.1	1.0	MILFORD JCT. x																
	92.7	3.6	CISSNA JCT.																
D	94.2	1.5	WELLINGTON w					f 1.04											
DN	99.2	5.0	HOOPESTON x	s 3.10	7.09	s 10.17		s 12.58	s 7.39										
	105.2	6.0	ROSSVILLE					s 12.46											
	107.1	1.9	ROSSVILLE JCT. w	3.01	7.02	10.05		12.41	7.30										
	111.2	4.1	ALVIN					f 12.35											
D	114.3	3.1	BISMARCK																
DN	123.2	8.9	DANVILLE ox	s 2.43	s 6.45	9.45		s 12.22	s 7.15										
DN	125.8	2.6	WALZ x	2.18	6.36			11.57	6.59										
	126.5	0.7	BREWER wx	2.17	6.35			11.56	6.58										
				AM	AM	AM	AM	AM	PM										
Average Miles Per Hour.....				42	51	42	49	35	44										

CONDITIONAL STOPS

No. 4—Kensington to discharge revenue passengers from Momence and stations south.

Second section when operated with Dixie Flagler equipment will not make stops of first section except at Danville and conditional stop at Chicago Heights to discharge revenue passengers from Nashville, Tenn. and points south.

No. 8—Chicago Heights to discharge revenue passengers from Nashville, Tenn. and points south.

DANVILLE SUBDIVISION—Northward

5

Siding Car Capacity	Station Numbers	TIME TABLE No. 41 December 18, 1949	SECOND CLASS				THIRD CLASS					
			64	56	58	62	52					
			Daily	Daily	Daily	Daily	Daily					
		STATIONS	AM	AM	PM	AM		PM				
	1	CHICAGO										
		DOLTON JCT.	Between Yard Center and Chicago use C&WI current time table and rules.									
	18	YARD CENTER CWOX	5.00	6.45	10.30	1.00		8.00				
	20	THORNTON JCT. X	3.25	5.40	9.36	12.05		7.15				
	27	CHICAGO HEIGHTS	3.20	5.30	9.26	11.55						
		M. G. TOWER X										
		JAY TOWER WX										
	29	STEGER PX										
	80	CRETE										
100		N. E.	3.00	5.10	8.56	11.12						
	38	BEECHER										
112	45	GRANT PARK										
		M. G. TOWER X	2.30	4.50	8.36	10.37		6.02				
115	50	MOMENCE FWX			8.33 ²							
	58	WICHERT										
86	60	ST. ANNE	2.15	4.35	8.15	10.22						
	64	PAPINEAU W										
	68	MARTINTON										
78	72	PITWOOD										
	77	WATSEKA X	1.55	4.15	7.45	9.55						
87	80	COALER CWX	1.50	4.10	7.30	9.45						
	82	WOODLAND										
	88	WOODLAND JCT.	1.35	4.00	7.14	9.30		5.02				
	88	MILFORD X		3.50	7.05							
	89	MILFORD JCT. X										
	93	CISSNA JCT.										
118	94	WELLINGTON W										
	99	HOOPESTON X		3.30	6.50							
	106	ROSSVILLE										
90	107	ROSSVILLE JCT. W		3.20	6.39							
	111	ALVIN										
	114	BISMARCK										
	123	DANVILLE OX										
		WALZ X		2.40	6.05							
	126	BREWER WX		2.35	6.00			3.00				
			AM	AM	PM	PM		PM				
Average Miles Per Hour.....			19	26	24	19						

EVANSVILLE SUBDIVISION—Southward

Train Order Stations	Distance from Chicago	Distance Between Stations	TIME TABLE No. 41 December 18, 1949 STATIONS	FIRST CLASS					SECOND CLASS		THIRD CLASS		
				5	9	1	3	7	57	51	55		
				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
	126.5	4.5	BREWER..... wx	AM 1.06	PM 12.25	PM 12.30	PM 3.12	PM 6.33		AM 1.15	PM 5.15	PM 6.35	
	181.0	3.3	GESSIE.....			f12.35							
	134.3	3.3	PERRYSVILLE.....			c12.40							
	137.6	3.3	DICKASON.....										
DN	141.1	3.5	CAYUGA.....	1.20	12.39	s12.55	3.25	6.46		1.33	5.33		
	143.7	2.6	WALNUT GROVE..... w										
	146.9	3.2	NEWPORT.....	1.25	12.46	s 1.03	3.30	6.51					
	153.3	6.4	MONTEZUMA.....			c 1.10							
DN	154.6	1.3	HILLSDALE.....	1.33	12.56	c 1.12	3.38	7.00		1.51	5.51		
DN	162.9	8.3	CLINTON..... wx	1.41	1.04	s 1.29	c 3.46	7.07		2.03	6.04	7.55	
	167.3	4.4	ATHERTON..... P										
	171.9	4.6	OTTER CREEK JCT.....										
	173.8	1.9	DEWEY..... P										
DN	176.5	2.7	HALEY.....	1.58	1.21	1.45	4.03	7.22		2.21	6.25	8.20	
	177.5	1.0	TERRE HAUTE..... s	2.14	s 1.30	s 2.20	s 4.15	s 7.28					
	180.2	2.7	BAKER..... w										
DN	181.6	1.4	SPRING HILL.....	2.21	1.38	2.27	4.22	7.33		2.30	6.40	9.05	
	189.0	7.4	PIMENTO.....			c 2.37							
	192.9	3.9	FARMERSBURG..... pw			s 2.43							
	198.4	5.5	SHELburn.....			s 2.53							
DN	203.7	5.3	SULLIVAN..... c	2.41	2.00	s 3.09	c 4.48	7.52		3.00	7.15	10.00	
	209.3	5.6	PAXTON.....			c 3.14							
	213.3	4.0	CARLISLE..... P			s 3.20							
	220.0	6.7	OAKTOWN..... P	2.59	2.17	s 3.30	5.04	8.07		3.25	7.45		
	224.7	4.7	EMISON.....			f 3.37							
	229.6	4.9	SMITH..... P										
	234.7	5.1	VINCENNES..... P	s 3.25	c 2.31	s 4.12	s 5.31	s 8.23		3.48	8.15	10.45	
	236.4	1.7	ALICE..... pw										
	246.4	10.0	DECKER..... P			s 4.26							
	248.8	2.4	HAZLETON.....	3.45	2.48	s 4.36	5.48	8.36		4.10	8.55		
	252.7	3.9	MILLER..... P										
	255.5	2.8	PATOKA.....			c 4.49							
	258.0	2.5	GIBSON..... P										
DN	259.1	1.1	PRINCETON.....	4.09	3.04	s 5.09	s 6.05	8.49		4.30	9.12	11.35	
	262.9	3.8	KING..... P										
	265.4	2.5	MT. VERNON JCT..... w										
	266.7	1.3	FORT BRANCH..... P			s 5.25							
	269.8	3.1	HAUBSTADT.....	4.33	3.19	f 5.31	6.20	9.03		4.45	9.30		
	276.5	6.7	INGLE..... P	4.39	3.27	c 5.43	6.27	9.09		4.54	9.39	12.05	
DN	283.8	7.3	WANSFORD..... cwo			s 5.53							
	284.6	0.8	BELT YARD..... wox	4.48	3.42	5.56	6.41	9.18		7.00	11.00	2.00	
	285.9	1.3	UNION TRACK JCT..... x	4.51	3.45	6.00	6.45	9.22					
DN	287.3	1.4	EVANSVILLE..... x	5.05	3.55	6.15	7.00	9.35					

Average Miles Per Hour..... 40 46 28 42 53 28 27

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

CONDITIONAL STOPS

No. 1—Perrysville, Montezuma, Hillsdale, Pimento, Paxton, Patoka and Ingle daily to receive and discharge passengers; daily except Sunday to handle mail and express.

No. 3—Clinton to discharge revenue passengers from Chicago and to receive revenue passengers for Evansville and beyond.
Sullivan to discharge revenue passengers from Chicago.

No. 9—Vincennes to receive revenue passengers for Nashville, Tenn. and south when advance reservations have been secured.

EVANSVILLE SUBDIVISION—Northward

7

Siding Car Capacity	Station Numbers	TIME TABLE No. 41 December 18, 1949 STATIONS	FIRST CLASS					SECOND CLASS		THIRD CLASS		
			8	4	2	6		58	56	52		
			Daily	Daily	Daily	Daily		Daily	Daily	Daily		
			AM	AM	PM	AM		PM	AM	AM		
	126	BREWER..... wx	6.35	11.56	6.58	2.17			4.45	12.05	11.00	
	131	GESSIE.....	6.29	11.50	6.52	2.12			4.30	11.05	9.10	
	134	PERRYSVILLE.....										
94	137	DICKASON.....										
	141	CAYUGA.....	6.17	11.37	f 6.40	2.00			4.15	10.30	8.45	
78	144	WALNUT GROVE..... w										
	147	NEWPORT.....	6.11	f 11.25	6.30	1.46			4.05	10.12	8.30	
	153	MONTEZUMA.....										
	155	HILLSDALE.....	6.02	11.14	6.20	1.36			3.50	10.02	8.18	
s73n56	163	CLINTON..... wx	5.53	s 11.02	s 6.10	1.25			3.40	9.52	8.05	
105	167	ATHERTON..... P										
	172	OTTER CREEK JCT.....										
113	174	DEWEY..... P										
65	176	HALEY.....	5.38	10.46	5.55	1.09			3.10	9.05	7.35	
	178	TERRE HAUTE..... s	5.36	s 10.44	s 5.53	s 1.07						
109	180	BAKER..... w										
85	182	SPRING HILL.....	5.28	10.21	5.42	12.34			2.50	8.05	7.00	
	189	PIMENTO.....										
105	193	FARMERSBURG..... PW										
	199	SHELburn.....		f 10.08								
133	204	SULLIVAN..... cw	5.09	s 10.00	s 5.22	12.09			2.00	7.15		
	209	PAXTON.....										
105	214	CARLISLE..... P		f 9.46								
105	220	OAKTOWN..... P	4.53	f 9.38	5.04	11.55			1.42	6.52		
	225	EMISON.....										
105	229	SMITH..... P										
72	235	VINCENNES..... P	s 4.37	s 9.20	s 4.46	s 11.36			1.20	6.30		
161	236	ALICE..... PW										
105	246	DECKER..... P										
	248	HAZLETON.....	4.19	8.56	4.23	11.07			12.55	6.00		
105	252	MILLER..... P										
	255	PATOKA.....										
120	258	GIBSON..... P										
	259	PRINCETON.....	4.07	s 8.44	s 4.09	s 10.55			12.30	5.20		
60	263	KING..... P										
	266	MT. VERNON JCT..... w										
64	267	FORT BRANCH.....		s 8.31								
	270	HAUBSTADT.....	3.57	8.26	3.53	10.43			11.52	4.52		
105	276	INGLE..... P	3.51	8.17	3.47	10.37			11.42	4.42	2.15	
82	284	WANSFORD..... CWO										
	285	BELT YARD..... WOX							11.30	4.30	2.00	
	286	UNION TRACK JCT..... x	3.42	8.07	3.37	10.27						
	287	EVANSVILLE..... x	3.35	8.00	3.30	10.20						
			AM	AM	PM	PM			AM	PM	AM	
Average Miles Per Hour.....			54	41	46	41			30	21		

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

CONDITIONAL STOPS

No. 4—Second section when operated with Dixie Flagler equipment will not make stops of first section except Terre Haute.

ST. LOUIS SUBDIVISION—Southward

Train Order and Block Stations	Distance from Chicago	Distance between Stations	TIME TABLE No. 41 December 18, 1949											
			FIRST CLASS				SECOND CLASS				THIRD CLASS			
			13	11			65	61			163			
			Daily				Daily				Daily			
			AM	PM			AM	PM			AM			
DNB	82.6	4.0	WOODLAND JCT.	6.48			12.20	1.45						
DB	87.8	4.8	BRYCE	6.53			12.40	2.06						
DB	92.8	3.8	GOODWINE	6.58			12.46	2.11						
DB	96.1	3.7	FOUNTAIN CREEK				12.51	2.16						
	99.8	3.6	HUSTLE				12.56	2.21						
DB	103.4	4.6	REILLY	7.09			1.01 ⁶⁴	2.26						
DNB	108.0	6.2	ELLIS				1.07	2.35						
	114.2	5.8	GERALD	7.20			1.15	2.43						
DB	120.0	5.9	ROYAL	7.26			1.22	2.50						
DNB	125.9	10.6	GLOVER	c 7.33			1.29	2.57						
DB	136.8	3.5	BLOCK	7.45			1.42	3.10						
DB	140.0	4.8	BONGARD				1.47	3.15						
	144.8	0.8	VILLA GROVE JCT.	3.30										
DNB	145.1	1.2	VILLA GROVE	{ 3.35 s { 3.40			{ 1.55 s { 2.30	{ 4.00 s { 4.30			2.15			
	146.8	2.6	V. E.	3.42			2.32	4.40 ³²			2.17			
DB	148.9	4.5	WEST RIDGE											
DNB	153.4	6.0	TUSCOLA	s 3.56	s 8.13		2.47	4.50			2.32			
DB	159.4	5.3	BOURBON	c 4.05	s 8.20		2.59	4.57			2.44			
DNB	164.7	3.7	ARTHUR	s 4.15	s 8.28		3.11	5.05			2.56			
DB	168.4	7.7	CADWELL	c 4.21	8.33		3.20	5.11			3.05			
DNB	176.1	8.1	SULLIVAN	s 4.34	s 8.43		3.40	5.20			3.25			
	184.2	1.0	HALL	pcwx 4.43	8.52		4.05	5.30			3.50			
	185.2	0.8	FINDLAY	s 4.47	c 8.53									
DNB	185.5	6.3	FINDLAY JCT.	x 4.48	8.55		4.09	5.33			3.55			
	191.8	13.3	WESTERVELT				4.24	5.42						
	205.1		PANA				4.40	6.08						
NYC current timetable and rules govern between Pana and Lenox. NYC and GM&O joint special instructions govern between Lenox and Granite City. TRRA rules and timetable govern between Granite City and St. Louis.														
D	275.1	70.0	MITCHELL YD	cwo			8.00	9.30			AM			
					AM	PM	AM	PM			AM			
Average Miles Per Hour.....			31	49			25	25						

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

CONDITIONAL STOPS

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

Findlay to discharge revenue passengers from Chicago.

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

ST. LOUIS SUBDIVISION—Northward

Siding Car Capacity	Station Numbers	TIME TABLE No. 41 December 18, 1949	FIRST CLASS				SECOND CLASS		THIRD CLASS													
			12	14			62	64	164													
			Daily	Daily			Daily	Daily	Daily													
STATIONS			AM	PM			PM	AM	PM													
	83	WOODLAND JCT....	10.59				9.30	1.35														
83	1088	BRYCE.....P					9.23	1.25														
90	1092	GOODWINE.....P	10.48				9.16	1.20														
88	1096	FOUNTAIN CREEK..P					9.10	1.15														
98	1100	HUSTLE.....P					9.04	1.10														
77	1103	REILLY.....P	10.37				8.58	1.01 ⁶⁵														
89	1108	ELLIS.....P					8.50	12.47														
90	1114	GERALD.....PW	10.25				8.43	12.39														
77	1120	ROYAL.....P					8.35	12.31														
100	1126	GLOVER.....c	10.12				8.28	12.24														
80	1136	BLOCK.....P	10.00				8.15	12.12														
80	1140	BONGARD.....P	9.56				8.10	12.08														
	1144	VILLA GROVE JCT..X		11.48																		
	1145	VILLA GROVE. cwox	s 9.50 s 9.44	s 11.45 s 11.35 ⁶⁴			(8.00 (6.00 ¹¹	(12.01 (11.00 ¹⁴	3.30													
		V. E.X	9.41	11.33			4.40 ⁶¹	10.45	3.25													
	1149	WEST RIDGE.....																				
115	1153	TUSCOLA.....P	s 9.30	s 11.22			4.27	10.25	3.06													
115	1159	BOURBON.....PW	9.24	11.12			4.16	10.15	2.58													
115	1165	ARTHUR.....P	s 9.17	s 11.07			4.07	10.05	2.50													
115	1168	CADWELL.....P	9.11	11.01			4.02	9.58	2.42													
115	1176	SULLIVAN.....PW	s 9.02	s 10.51			3.52	9.45	2.30													
85	1184	HALL.....PCWX	8.52	10.42			3.43	9.31	2.15													
	1185	FINDLAY.....WX	c 8.50	s 10.41																		
	1186	FINDLAY JCT.....	8.49	10.39			3.39	9.24	1.50													
84	1192	WESTERVELT.....					3.31	9.15														
60	1205	PANA.....PWX					3.15	8.55														
NYC current timetable and rules govern between Pana and Lenox. NYC and GM&O joint special instructions govern between Lenox and Granite City. TRRA rules and timetable govern between Granite City and St. Louis.																						
	1276	MITCHELL YD. cwo					1.15	7.00														
			AM	PM			PM	PM	PM													
Average Miles Per Hour.....			48	35			23	29														

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

CONDITIONAL STOPS

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

Southward—SALEM SUBDIVISION—Northward

THIRD CLASS		FIRST CLASS		Train Order Stations	Distance from Chicago	Distance between Stations	TIME TABLE No. 41 December 18, 1949		Station Numbers	Siding Car Capacity	FIRST CLASS		THIRD CLASS	
163	183	13	11				12	14			164	184		
Daily	CB&Q Daily	Daily	Daily				STATIONS			Daily	Daily	Daily	CB&Q Daily	
AM	PM	AM	PM							AM	PM	PM	AM	
3.55		4.48	8.55	DN	185.5	7.3	FINDLAY JCT. X	1186		8.49	10.39		1.50	
4.10		4.56	9.02		192.8	1.1	FAIR GROUNDS. WX	2193	75	8.41	10.31		1.35	
		s 5.02	s 9.04		193.9	6.2	SHELBYVILLE. X	2194		s 8.40	s 10.29			
4.30		5.10	9.13		200.1	4.4	CLARKSBURG	2200	75	8.31	10.18			
4.37		s 5.23	9.19	DN	204.5	8.4	MODE	2205	68	8.26	s 10.12		1.13	
4.48		5.33	9.27		212.9	6.0	MOCCASIN	2213	83	8.17	10.01		1.02	
5.05		s 5.47	f 9.34	D	218.9	5.5	ALTAMONT	2219	75	f 8.08	s 9.50		12.42	
5.17		5.55	9.40	DN	224.4	0.2	S. X. TOWER WX	2223	60	8.03	9.40	11	12.33	
		s 5.59	s 9.44		224.6	5.1	ST. ELMO X	2224		s 8.02	s 9.32			
5.30		c 6.07	9.51		229.7	3.5	ST. JAMES	2230	75	7.55	9.25		12.15	
		c 6.14			233.2	2.5	LOGOOTEE	2233			c 9.21			
5.40		s 6.19	9.57	D	235.7	6.7	ST. PETER	2236	75	7.49	s 9.18		11.45	
		s 6.29	s 10.06		242.4	0.3	KINMUNDY	2242		s 7.42	s 9.09			
5.50		6.31	10.07	DN	242.7	9.4	K. J. TOWER		72	7.40	9.07		11.30	
{ 6.00	13	{ 6.42	10.17	DN	252.1	1.7	SALEM YARD. CWOX	2252		7.30	8.55	163	{ 11.10	
{ 7.35	12	{ 6.50				0.3	SALEM	2254		s 7.28	s 8.43		{ 9.20	
7.40		s 7.05	s 10.23		253.8	5.9	S. A. TOWER X	2254		s 7.23	s 8.35		9.10	
		c 7.18	10.25	DN	254.1	3.3	CARTTER	2260		7.18	c 8.29	13		
		s 7.26	10.35	D	263.3	3.9	KELL	2263	95	7.14	s 8.25		8.58	
7.55		c 7.32	10.40		267.2	8.5	TEXICO	2267	76	7.08	c 8.17		8.45	
8.01		s 7.42	s 10.53		275.7	0.5	MT. VERNON WX	2276	71	s 6.58	s 8.07		8.30	163
8.30	164	7.58	10.54	DN	276.2	7.5	V. N. TOWER			6.53	7.55			
8.36		c 8.07			283.7	3.5	BONNIE	2284						
8.50		s 8.12	11.06	D	287.2	4.5	INA	2287	96	6.40	s 7.41		8.12	13
		s 8.23			291.7	6.3	WHITTINGTON	2292			s 7.33			
9.05		s 8.38	s 11.24	DN	298.0	7.0	BENTON	2298	107	s 6.27	s 7.25		7.30	
9.35		s 8.56	s 11.36	DN	305.0	5.7	WEST FRANKFORT	2305		s 6.15	s 7.10		7.10	
		s 9.12	s 11.47	DN	310.7	0.6	JOHNSTON CITY	2311		s 6.05	s 6.52		6.40	
9.50		9.14	11.48		311.3	5.3	BARLOW	2312	75	6.00	6.50		6.38	
10.45		s 9.50	s 11.58	DN	316.6	7.4	MARION	2317	75	s 5.53	s 6.40		6.15	
10.57	3.35	10.04	12.08	DN	324.0	5.3	NEILSON	2324		5.38	6.15		5.55	9.55
11.20	3.55	s 10.14	f 12.18	D	329.3	4.7	GOREVILLE	2329	75	f 5.31	s 6.02	164	5.31	12 9.40
11.35	4.05	10.22	12.29		334.0	2.4	OMAR	2333	74	5.21	5.50		5.00	9.35
		e 10.26			336.4	3.3	BUNCOMBE	2336			c 5.42			
		s 10.32	s 12.40		339.7	0.1	WEST VIENNA	2340		s 5.12	s 5.34			
11.45	4.15	10.33	12.41	DN	339.8	5.5	W. V. TOWER			5.08	5.32		4.48	9.10
s 12.30		10.43	12.50	D	345.3	2.3	CYPRESS	2345	75	5.00	5.20		{ 4.40	AM
12.40					347.6	3.5	JOPPA JCT. X	2348					{ 11.00	PM
					351.1	5.4	PERKS	2351					10.15	
s 12.55					356.5	6.3	ULLIN	2357	75				s 9.45	
s 1.10				DN	362.8	6.5	TAMMS	2363	47				s 9.35	
s 1.30				D	369.3	8.7	OLIVE BRANCH	2369	33				s 9.10	
s 1.45				D	378.0	1.7	THEBES	2378					s 9.00	
					379.7	0.4	GALE JCT. X							
3.00				DN	380.1	14.3	BRIDGE JCT.							
PM	PM	AM	AM		394.4		CHAFFEE	2394					8.00	AM

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

Use tracks of and be governed by time table, rules and instructions issued by: SL&MB Co. between Bridge Jct. and Ilmo; SLSWRy. between Ilmo and Rockview; and SLSF Ry. between Rockview and Chaffee.

The time of No. 14 at Marion applies at station sign.

CONDITIONAL STOPS

No. 13—St. James, Loggootee, Cartter, Texico, Bonnie and Buncombe daily except Sunday to handle mail and express.

No. 14—Buncombe, Texico, Cartter and Loggootee, daily except Sunday to handle mail and express.

WESTVILLE SUBDIVISION

SOUTHWARD		Train Order and Block Stations	Distance from Chicago	Distance between Stations	TIME TABLE No. 41 December 18, 1949			NORTHWARD	
First Class	Station Numbers				Siding Car Capacity	Station Tracks Car Capacity	First Class		
13							14		
Daily		STATIONS					Daily		
AM								AM	
2.15	DNB	123.0	5.8	DANVILLE.....wx	123			1.05	
		128.8	3.6	GRAPE CREEK....P	3129	38			
		132.4	3.6	WESTVILLE.....x	3132		18		
2.38	DNB	132.8	0.4	W. R. TOWER.....x			54	12.37	
	D	142.1	9.3	INDIANOLA.....	3142	48	10		
2.57		145.6	3.5	SIDELL JCT.....x	4141			12.18	
	D	146.5	0.9	SIDELL.....x	3146		27		
3.08		152.6	6.1	ALLERTON.....	3153		36	12.07	
	D	155.7	3.1	BROADLANDS.....	3156		40		
	D	159.7	4.0	LONGVIEW.....	3160		32		
	D	161.9	2.2	FAIRLAND.....	3162		35		
3.30		164.9	3.0	VILLA GROVE JCT.x	1144			11.48	
AM								PM	

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

MT. VERNON SUBDIVISION

SOUTHWARD		Train Order Stations	Distance from Chicago	Distance between Stations	TIME TABLE No. 41 December 18, 1949			NORTHWARD	
Second Class	Station Numbers				Station Tracks Car Capacity	Third Class			
303						302			
Daily Ex. Sunday		STATIONS					Daily Ex. Sunday		
AM								AM	
7.30		265.4	6.1	MT. VERNON JCT.wx	266			11.15	
f 7.50	D	271.5	5.9	OWENSVILLE.....	8272	47	f11.05		
f 8.05	D	277.4	4.4	CYNTHIANA.....	8278	23	f10.55		
f 8.20	D	281.8	4.4	POSEYVILLE.....	8282	55	f10.40		
8.35		286.5	4.7	WADESVILLE.....	8288	18		10.20	
9.00	D	302.1	15.6	MT. VERNON...wx	8305			10.00	
AM								AM	

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

JOPPA SUBDIVISION

SOUTHWARD		Train Order Stations	Distance from Chicago	Distance between Stations	TIME TABLE No. 41 December 18, 1949			NORTHWARD	
	Station Numbers				Station Tracks Car Capacity				
		STATIONS							
		347.6	0.9	JOPPA JCT.....x	2348				
		348.5	0.9	CHASCO.....	9348				
		349.4	0.9	RAGO.....	9349				
	D	351.5	2.1	KARNAK.....	9352		5		
		355.5	4.0	BOAZ.....	9356		6		
	D	363.3	7.8	JOPPA.....wx	9363				

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

SIDELL SUBDIVISION

SOUTHWARD		Distance between Stations	TIME TABLE No. 41 December 18, 1949			NORTHWARD		
	Station Numbers		Siding Car Capacity	Station Tracks Car Capacity				
		STATIONS						
		4.7		ROSSVILLE JCT.....wx	107			
		8.0		HENNING.....	4112		40	
		5.6		COLLISON.....	4120		26	
		2.1		BROTHERS.....	4125		32	
		4.6		BRONSON.....	4128	63		
		4.0		RYAN.....	4132			
		5.3		JAMAICA.....	4136		27	
				SIDELL JCT.....x	4141			

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

CISSNA PARK SUBDIVISION

		2.6		CISSNA JCT.....x	98		
		2.9		ALONZO.....x	5095		12
		1.9		GOODWINE.....x	1092		25
		3.7		CLAYTONVILLE...x	5100		23
				CISSNA PARK.....wx	5104		40

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

FREELAND PARK SUBDIVISION

		5.4		MILFORD JCT.....x	89		
		2.6		STOCKLAND.....x	6095		
		2.6		DAWSON PARK.....x	6098		27
				FREELAND PARK...x	6100		40

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

JUDYVILLE SUBDIVISION

		3.0		ROSSVILLE JCT.....x	107		
		4.1		JOHANNOTT.....x			
		1.8		PENCE.....x	6114		24
		4.4		STEWART.....x	6116		
				JUDYVILLE.....x	6121		15

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

BRAZIL SUBDIVISION

		3.1		OTTER CREEK JCT.....x	172		
		1.5		BURNETT.....x	7175		
		2.8		BURNETT SIDING...x	7176		10
		4.3		DIXIE LINE MINE...x	7179		
		1.0		BRAZIL CLAY CO...x			
				BRAZIL.....wx	7185		

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

SPECIAL INSTRUCTIONS

- 1—TWO OR MORE TRACKS are operated between Yard Center and Clinton, Villa Grove Jct. and V.E., and spring switch Hall to Findlay Jct.
- 2—Danville instead of Brewer is subdivision initial station for through first class schedules on Danville and Evansville Subdivisions.
- 3—Auxiliary lines when recalling flagman: Woodland Jct—St. Louis Subdivision, Villa Grove Jct and Danville-Westville Subdivision, Findlay Jct—Salem Subdivision.
- 4—Footnote of Rule 605 Book of Rules, is not in effect insofar as Rule 99 is concerned.
- 5—Conductor notify postal clerk on train when cars are picked up containing storage or other U. S. mail.
- 6—Passengers must be handled on station platform. If passenger cars do not reach platform, second stop must be made.
- 7—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.
- a—Back up movements of multiple unit Diesel road engines will be as follows:
- (1)—With A and B units, a member of the crew must be in B unit to handle brake and signal valves, maintaining a careful lookout in direction of movement.
 - (2)—With two A units, engine crew must change cabs.
- b—On multiple unit Diesel locomotives in through passenger service on the main line, the fireman must be in the cab at all times when the train is in motion.
- On multiple unit Diesel locomotives in through freight service, both the fireman and head brakeman must not be absent from the leading cab at the same time when the train is moving on main track between stations. If it is necessary for the fireman to leave the cab he should not do so until the head brakeman has come forward to the leading cab so as to comply with Rule 34.
- c—Diesel engines must not move through water unless authorized by chief dispatcher or officer at point of high water.
- 8—SPEED RESTRICTIONS:
- a—Except as otherwise restricted, trains and engines must not exceed:
- | | Pgr.
MPH | Frt.
MPH |
|---|-------------|-------------|
| Yard Center to Evansville..... | 80 | 55 |
| Woodland Jct. to Pana..... | 60 | 50 |
| Findlay Jct. to Goreville..... | 60 | 45 |
| Goreville to West Vienna..... | 45 | 40 |
| West Vienna to Cypress..... | 50 | 40 |
| Cypress to Thebes..... | 45 | 40 |
| Engines in forward movement with or without caboose or one coach..... | 45 | 45 |
| Engines of the 1900 class in passenger service.. | 55 | 50 |
| Freight trains of over 5000 tons..... | .. | 50 |
- b—Steam engines backing and Road Diesels backing with B-unit leading with or without cars 30 MPH.
- c—Consolidated engines when doubleheading, operating light or with caboose or coach only 35 MPH.
- d—Engines moving in tow: When main rods are removed, 25 MPH.
When main rods and part or all of side rods are removed, 20 MPH.

e—Diesel engines:

95-101.....	45 MPH
103-105, 115-133, 203-222.....	55 MPH
200-202.....	65 MPH
1100-1102, 1200-1205, 1300-1301, 1400-1409, 1500-1504, 1600-1609.....	80 MPH

f—Steam engines without engine truck 20 MPH.

g—Trains handling scale test car A1034 (maximum speed 25 MPH), steam derrick, pile driver, spreader car with wings secured, and locomotive cranes; also burro and caterpillar cranes unless otherwise advised by car inspector:

Yard Center to Evansville, Woodland Jct. to Pana 35 MPH.
Findlay Jct. to Cypress 25 MPH.

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

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

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

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

9—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.

10—AUTOMATIC TRAIN STOP:

a—Miller System—Train stop system must be in service Dolton Jct. to Clinton. If signal indicates stop engineman may forestall ramp and make stop for signal by operating brake valve by hand.

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

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 or unknown cause, engineman must keep train stop system in service and prevent false stops by forestalling when possible to do so while passing over ramps. If the cause is unknown engineman must wait until second false stop occurs before forestalling at succeeding ramps.

In each case engineman must inform fireman immediately that operation is being forestalled and make wire report to the superintendent and road foreman. When necessary to cut train stop system out of service enroute due to inability to forestall, train may proceed with train stop system cut out at a speed not to exceed 40 MPH for passenger trains and 30 MPH for freight trains to the first open point of communication. Report giving reasons for cut out must be made at once by wire to superintendent and road foreman. Train may then proceed at normal speed when authorized by message from superintendent.

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

11—SPRING SWITCHES—Yard Center South End; Steger South End; Coaler North End Northward Siding; Vincennes, North End Siding; Union Track Junction; Villa Grove Jct.; V. E. end of double track; V. E. Yard Lead; Hall North End.

DANVILLE SUBDIVISION

12—BLOCK INFORMATION:

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

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

13—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.

14—CHICAGO HEIGHTS:

a—When standing at depot blocking street crossing and fire department appears, passenger 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.

15—DANVILLE:

a—Engines after handling southward passenger trains are authorized to move ahead of train handled from Danville to the north engine track lead, Oaklawn.
b—Between crossovers just south of Wabash crossing and P&E crossing Danville, tracks are numbered commencing with No. 1 for the most westerly track and continuing east as No. 2 and No. 3. Current of traffic: Track 1 southward. Track 2 northward. Track 3 northward. Movements may be made in either direction on tracks 1, 2 or 3 if signal indicates proceed. The most easterly track between P&E crossing and Wabash crossing Danville is a running track and may be used in either direction.
c—First class trains must approach Danville prepared to stop and look out for Westville Subdivision trains.

EVANSVILLE SUBDIVISION**16—C.T.C. INFORMATION:**

a—Rules 261 to 264, inclusive, in effect between end of double track at Clinton and northward home signal Belt Yard.
b—Northward trains receiving a proceed indication on the home signal, running with current traffic will move ahead of overdue superior trains unless otherwise directed.
Northward trains running against current of traffic must have train order D-R.

17—BLOCK INFORMATION:

a—Rules 505 to 518 in effect Brewer to signal 286-0 Union Track Jct.

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

19—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.

ST. LOUIS SUBDIVISION**20—BLOCK INFORMATION:**

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

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

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

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

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. Rules 305 to 373 inclusive will apply.

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

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

Manual Block Signals: Findlay Jct.—Pana.

Southward manual block signal located TP 185-27.

Northward manual block signal located TP 203-35.

Rules 305 to 373 are in effect between these signals.

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

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

At Pana—When manual block signal indicates Proceed, northward trains may proceed without clearance.

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

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

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

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

SALEM SUBDIVISION

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

23—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.

WESTVILLE SUBDIVISION**24—BLOCK INFORMATION:**

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

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

JOPPA SUBDIVISION

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

SIDELL SUBDIVISION

26—Unless otherwise instructed trains to the Sidell Subdivision will report by telephone to train dispatcher when clear of Westville Subdivision main. Trains from the Sidell Subdivision will report by telephone to train dispatcher when clear of Sidell Subdivision main.

JUDYVILLE SUBDIVISION

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

BRAZIL SUBDIVISION

28—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.

JOINT TRACKS**DANVILLE SUBDIVISION**

29—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 Subdivision initial station for southward and Subdivision terminal station for northward trains under Rule 4, Book of Rules. The time shown on C&EI time table as at Chicago is for information only.

EVANSVILLE SUBDIVISION

30—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 SUBDIVISION

31—PANA is the Subdivision initial station for northward and Subdivision terminal station for southward trains under Rule 4, Book of Rules. Employees who operate between Pana and St. Louis must have copy of current rules, time table and special instructions NYC, GM&O and TRRA.
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 SUBDIVISION

32—Between Neilson and W. V. Tower, CB&Q trains use C&EI tracks and are governed by C&EI rules and instructions.
a—Time shown on this time table as at Chaffee is for information only. Thebes is initial and terminal station under Rule 4, Book of Rules.
b—THEBES TO BRIDGE JCT.—Rules 505 to 518 inclusive in effect between south end of Thebes Yard and Bridge Jet. At Bridge Jet. and Gale Jet. dwarf signals controlled by push-button on signal case govern movements entering main track. If signal indicates Proceed after push-button is operated, train may reverse junction switch and move onto main track and through block. If signal does not indicate Proceed when push-button is operated, train must wait 5 minutes and again operate push-button. If signal does not then indicate Proceed crew may, after making sure there is no conflicting train movement, reverse junction switch and move onto main track and through block per Rule 509(a).
c—BRIDGE JCT., ILLINOIS TO ILLMO, MISSOURI—Uniform Code of Operating Rules and Southern Illinois & Missouri Bridge Company Special Instruction No. 1, adopted May 1, 1945, supplementary to the Uniform Code of Operating Rules is in effect. Imperfectly displayed signal indication or train delays in this territory must be reported promptly to chief train dispatcher, Bush, Ill.-Illinois.
d—ILLMO, MISSOURI to ROCKVIEW, MISSOURI—Uniform Code of Operating Rules effective Nov. 1, 1940 and supplements are in effect.

INTERLOCKING PLANTS**33—DANVILLE SUBDIVISION**

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

34—EVANSVILLE SUBDIVISION

a—Cayuga, Hillsdale, Dewey, Haley, Terre Haute, Spring Hill, Sullivan IC, Vincennes PRR, Princeton Southern RR 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 Stop and Proceed at Restricted Speed (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 proceed indication, do not proceed until permission is obtained from the signalman by telephone and until switch and derrails are inspected and known to be properly set. In addition, main track movements must receive authority as per Rule 509(a) before proceeding over the plant. When necessary these derrails 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—PRR—Automatic plant. If a train is stopped by home signal and no conflicting movement is being made, operate C&EI release in telephone box at crossing. If signal does not change to proceed indication within two minutes, proceed through plant on hand signal from trainman at crossing.
g—PRINCETON Sou. Ry.—Automatic plant. If a train is stopped by home signal and no conflicting movement is being made, operate C&EI release in telephone box at crossing. If signal does not change to proceed indication within six minutes, proceed through plant on hand signal from trainman at crossing. Southward signal governing movement from transfer track will not give a proceed indication unless crossover to main track is reversed.

35—ST. LOUIS SUBDIVISION

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

36—SALEM SUBDIVISION

a—Findlay Jet., 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 within 200 ft. 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.

37—WESTVILLE SUBDIVISION

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

38—SIDELL SUBDIVISION

a—Bronson, Ryan.
b—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. When home signals change 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 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.

39—CISSNA PARK SUBDIVISION

Goodwine.

40—FREELAND PARK and JUDYVILLE SUBDIVISIONS

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.

41—BRAZIL SUBDIVISION

Burnett.

RAILROAD CROSSINGS NOT INTERLOCKED

42—EVANSVILLE SUBDIVISION

a—VINCENTNES—B&O. Semaphore signal at crossing. Arm in diagonal position is permission for C&EI train to move over crossing providing home signal is at proceed. The northward and southward home signals are jointly controlled by the CTC operator and the leverman operating the crossing signals. These signals are so arranged that a proceed indication cannot be given of the home signals until the crossing signal at the B&O crossing is in the diagonal position. This crossing signal can be placed in the diagonal position without the home signals indicating proceed. The most restrictive indication of the home signals and the crossing signal must be observed. The home signal at proceed and the crossing signal in the diagonal position does not permit a train to disregard the law or rule to make a full stop at 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.

43—SALEM SUBDIVISION

a—ALAMONT—B&O.

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

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

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

44—MT. VERNON SUBDIVISION

a—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.

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

45—JOPPA SUBDIVISION

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

46—JUDYVILLE SUBDIVISION

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.

LOCATION BULLETIN BOARDS, STANDARD CLOCKS AND TRAIN REGISTERS

Location	Bulletin Board	Standard Clock	Train Register
Chicago.....Dearborn Sta. Dispatchers' Office.....	x	x	x
Chicago.....Dearborn Sta. Conductors' Room.....	x		
Chicago.....37th St. Switchmen's Locker Room.....	x		
Chicago.....51st St. Roundhouse Office.....	x		
Yard Center.....Yard Office.....	x	x	x
Yard Center.....Roundhouse Office.....	x	x	
Chicago Heights.....CHTT Diesel House.....	x		
Danville.....Yard Office.....	x	x	x
Danville.....Passenger Depot.....		x	
Danville.....Enginemen's Locker Room.....	x		
Danville.....Telegraph Office (in Tower).....			x
Oaklawn.....Diesel House.....	x	x	
Walz.....Telegraph Office.....			x
Clinton.....Yard Office.....	x		
Haley.....Telegraph Office.....		x	x
Haley.....Locust St. Yard Office.....	x	x	
Haley.....Roundhouse Office.....	x		
Terre Haute.....Union Depot Telegraph Office.....	x	x	
Alice.....Telegraph Office.....	x		
Mt. Vernon, Ind. Depot.....			x
Wansford.....Roundhouse Office.....	x	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
Mitchell Yard.....Roundhouse.....	x		
Mitchell Yard.....Yard Office.....	x	x	x
Salem Yard.....Roundhouse.....	x		
Salem Yard.....Yard Office.....	x	x	x
Salem.....Depot.....	x	x	
West Frankfort.....Roundhouse.....	x		
West Frankfort.....Depot.....	x	x	x
Marion.....Depot.....	x		x
Neilson.....Telegraph Office.....			x
W.V. Tower.....Telegraph Office.....			x
Cypress.....Depot.....	x	x	x
Thebes.....Depot.....	x	x	x
Joppa.....Depot.....			x
Sidell Jct.....Telephone Box.....			x
Yard Center.....Through first class trains register by slip.			
Danville (Yard office).....All trains register by slip.			
Danville (Tower).....First class trains register by slip. Other trains will not register.			
Walz.....Evansville Subdivision freight trains register by slip. Other trains will not register.			
Haley.....Trains starting and terminating will register by slip. Other trains will not register.			
Wansford.....All trains register by slip.			
Findlay Jct.....All trains register by slip.			
Salem Yard.....Nos. 11 and 12 register by slip.			
West Frankfort.....Only trains starting and terminating will register.			
Marion.....Only trains starting and terminating will register.			
Neilson.....C.B.&Q. trains register by slip. Other trains will not register.			
W.V. Tower.....C.B.&Q. trains register by slip. Other trains will not register.			
Cypress.....Only first and second class trains.			
Sidell Jct.....First class trains will not register.			

YARD LIMITS**DANVILLE SUBDIVISION**

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.
Hoopeston.....	MP 98.....	MP 100
Danville.....	MP 122.....	MP 128

EVANSVILLE SUBDIVISION

Brewer.....	See Danville Subdivision	
Clinton.....	MP 160.....	TP 162-31
MP 196.8.....	Main Line.....	End of Branch
Evansville.....	Northward Home Signal Belt Yard to MP 287.3 including Belt Ry to L&N Ry.	

ST. LOUIS SUBDIVISION

Villa Grove.....	TP 143-30.....	MP 147
Findlay.....	Signal 182-7.....	TP 186-23
Pana.....	TP 203-20.....	Big 4 Main Track Connection

SALEM SUBDIVISION

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

WESTVILLE SUBDIVISION

Danville.....	Danville Subdiv..	TP 124-30
Westville.....	MP 132.....	MP 134
Sidell Jct.—Sidell.....	MP 145.....	MP 147
Villa Grove.....	MP 164.....	Villa Grove Jct

MT. VERNON SUBDIVISION

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

JOPPA SUBDIVISION

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

SIDELL SUBDIVISION

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

CISSNA PARK SUBDIVISION

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

FREELAND PARK SUBDIVISION

Freeland Park	Subdivision..... Main Line..... End of Subdivision	
---------------	--	--

JUDYVILLE SUBDIVISION

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

BRAZIL SUBDIVISION

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

SPEED RESTRICTIONS

The following restrictions govern all trains and engines except where speed restrictions covered by Special Instruction 8 are less:

DANVILLE SUBDIVISION

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

EVANSVILLE SUBDIVISION

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.....	50
Dana—Wabash River Ordnance tracks and over switch and through turnout just west of highway Route 63	5
Clinton—Over switch at end of double track.....	30
Over Wabash River Bridge—Steam (Use 45 seconds over trusses).....	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 Haley.....	30
South end Haley to automatic signal 178-5 (Crawford Street).....	20
Automatic signal 178-5 (Crawford Street) to T.P. 179-16.....	30
Young—Wye tracks to Pfizer Plant including east track and four clearlengths beyond clearance points west track.....	10
Maria Creek—Around curves between TP 227-20 and TP 228-15.....	50
Smith—Between MP 230 and TP 231-15.....	60
Vincennes—Between TP 233-15 and 233-31.....	55
Over Penna crossing.....	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
Hazelton—Around curves TP 248-7 to TP 249-0.....	70
Moving out of Atlanta track MP 249.....	5
Around curve between TP 251-22 and 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	
Northward.....	35
Southward.....	20
Around curves between TP 271-15 and 272-7.....	60
Powder Farm Tracks.....	5
Evansville—Between Wansford and TP 285-13.....	55
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.

ST. LOUIS SUBDIVISION

Woodland Jct.—Northward trains through crossover . . . 20

Villa Grove Jct.—Northward movements over spring switch end of double-track 30

V. E. Over main track spring switch 30

Tuscola—Around curves north of IC crossing 30

Arthur—Around curve and over Penna. crossing 30

Sullivan—Around curve at depot between TP 176-01 and 176-08 30

Hall—Over Spring Switch End Double Track 30

Findlay Jct.—Over junction switches 30

Through crossover 15

Pana—Southward trains between TP 202-26 and TP 203-20 30

Entering or leaving NYC main tracks 10

SALEM SUBDIVISION

Kaskaskia Bridge C1942 (Use 45 seconds) 20

Altamont—Curve at Depot 20

S. X. Tower—Curve at tower 25

St. Elmo—Between TP 224-36 and TP 225-05 50

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

Between TP 343-20 and MP 345 40

Thebes—SI&MB Co. Bridge 25

WESTVILLE SUBDIVISION

Wabash crossing to 300 feet south of Wellington St. 25

Danville to Westville 35

Danville—Main Street TP 124-6 10

Bridge W1262 Vermilion River 10

Rock Cut—Between TP 126-25 and 127-14 15

Westville to Villa Grove Jct. 40

Indianola—Curve north of depot TP 141-32 30

MT. VERNON SUBDIVISION

Mt. Vernon Jct. to Mt. Vernon 30

Wadesville—Over highway 1350 ft. south of Depot 15

Solitude—Over Bridge M2958 15

JOPPA SUBDIVISION

Joppa Jct. to Joppa 40

SIDELL SUBDIVISION

Rossville Jct. to Sidell Jct. except 1900 class engines 40

Rossville Jct. to Sidell Jct. 1900 class engines 30

Bridge D1179 South of Jamesburg 10

Bridges D1297 and D1301 South of Bronson 10

**FREELAND PARK—CISSNA PARK—
JUDYVILLE SUBDIVISIONS**

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

Cissna Park to Cissna Jct., engines 840-965 & Diesels 30

Other engines 20

Alonzo—Around curve at TP 94-20 to 95-10 20

Rossville Jct. to Judyville 20

MPH

BRAZIL SUBDIVISION

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

MPH

ENGINE RESTRICTIONS**ENGINES RESTRICTED ON MAIN TRACKS**

All steam engines except consolidated class.

Freeland Park—Judyville—Mt. Vernon Subdivisions.

North branch of Jackson Mine Branch.

South of Miami Jct., on South branch of Jackson Mine Branch.

ENGINES RESTRICTED OVER BRIDGES

EVANSVILLE SUBDIVISION—Engines 1008 to 1023, 1900 to 1959 must not doublehead over bridge 1631 Wabash River, Clinton.

ST. LOUIS SUBDIVISION—Engines will not operate 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 be separated by three (3) cars over the Merchants Bridge when operated with any class engine.

SALEM SUBDIVISION—Engines 1018 to 1023, and 1900 to 1959 must be separated by three (3) cars over Kaskaskia River Bridge (C1942) Saline Creek Bridge (C3243) Grasshopper Bridge (C3347).

WESTVILLE SUBDIVISION—Engines 1008 to 1023, 1900 to 1959 class must be separated by three (3) cars over bridge W1262 Vermilion River when operated with each other, or with any other class engines. Engines must not exceed 10 MPH over bridge 1240 on lead to City Yard, Danville.

SIDELL SUBDIVISION—Engines 1008 to 1023, 1900 to 1959 class must be separated by three (3) cars when operated with each other or with engines of any class over any of the bridges.

ENGINES RESTRICTED ON AUXILIARY TRACKS

Engines of 1000, 1900 and 1100 class restricted on the following tracks except as indicated:

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

WATSEKA East wye beyond house track frog.

House track beyond south end of freight house platform.

VINCENNES Ebner Belt track, Industrial Spur, 5 miles per hour.

HAZLETON Atlanta track. Hold on to at least 3 cars so engine will not go beyond gravel hopper.

ARTHUR Penna. Connection track No. 2 may be used but must not exceed 5 miles per hour.

SALEM B. & O. Connection may be used to clearance points back of turnout on two tracks used as delivery and receiving tracks.

MT. VERNON, ILL. Mt. Vernon Car Mfg. Co., tracks. J. P. Devine Mfg. Co., tracks. Moss Tie Co., Plant. MP and JSW Connections. Tracks 1 and 2 in northeast angle Southern connection may be used by 1900 class engines, not to exceed 5 miles per hour.

BENTON 1900 South Interchange track, Mo. Pac., beyond clearance point.

Dallape track. On curve west end beyond crossing east of Standard Oil Co.

W. FRANKFORT Old Ben Mine No. 15, consolidated engines 15 miles per hour; 1900 class, 10 miles per hour.

MT. VERNON SUBDIVISION Beyond 75 car lengths west of wye.

JACKSON MINE BRANCH 10 miles per hour.

SULLIVAN COUNTY MINE BRANCH 15 miles per hour.

Engines of 1018 class restricted on following track.

HALEY Inbound engine lead.

All engines restricted on following tracks.

POWDER FARM More than 15 feet beyond frog north track.

CYPRESS Pit track under coal chute.

STOCK DRENCHERS

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

TRACKS NOT ON SCHEDULE PAGES**DANVILLE SUBDIVISION**

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

EVANSVILLE SUBDIVISION

128.9	Rileysburg	129
138.1	Dickason Pit	138
149.7	Dana Jct.	149
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	278
283.0	Straight Line Jct.	283
*151.0	Dana	152
	Sullivan County Mine Branch	197
	Peerless Mine, CMSt&PRR.	205

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

ST. LOUIS SUBDIVISION

116.5	Dailey	1117
124.7	Pauline	1125
129.1	Tipton	1129
155.5	Craigs	1156
173.1	Chippis	1173
179.5	Kirksville	1180
194.3	Henton	1194
199.3	Dollville	1199

SALEM SUBDIVISION

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

WESTVILLE SUBDIVISION

123.6	Riley Track	
126.5	Maring	3127
136.8	Bunsen	3137
150.1	Hastings	3150

MT. VERNON SUBDIVISION

274.4	Mounts	8275
282.2	I.C. Crossing	8283
291.8	Oliver	8294
295.7	Solitude	8298

JOPPA SUBDIVISION

350.8	Mains Spur	9351
-------	------------	------

SIDELL SUBDIVISION

115.9	Jamesburg	4116
138.6	Maizetown	4139

FREELAND PARK SUBDIVISION

90.6	Crawford	6090
------	----------	------

TRAIN ORDER OR BLOCK STATIONS ARE OPEN ONLY AS FOLLOWS

DANVILLE SUBDIVISION	Week Days	Saturdays	Sundays and Holidays
Milford	8.00 AM to 5.00 PM		
Wellington	7.00 AM to 4.00 PM		
Bismarck	7.00 AM to 4.00 PM		

EVANSVILLE SUBDIVISION	Week Days	Saturdays	Sundays and Holidays
Clinton	10.30 AM to 6.30 PM	10.30 AM to 6.30 PM	11.00 PM to 7.00 AM

ST. LOUIS SUBDIVISION	Week Days	Saturdays	Sundays and Holidays
Bryce	8.00 AM to 5.00 PM		
Goodwine	8.00 AM to 5.00 PM		
Fountain Creek	8.00 AM to 5.00 PM		
Reilly	8.00 AM to 5.00 PM		
Ellis	8.00 AM to 4.00 PM		
Royal	8.00 AM to 5.00 PM		
Block	8.00 AM to 5.00 PM		
Bongard	8.00 AM to 5.00 PM		
West Ridge	8.00 AM to 5.00 PM		
Bourbon	8.00 AM to 5.00 PM		
Cadwell	8.00 AM to 5.00 PM		

SALEM SUBDIVISION	Week Days	Saturdays	Sundays and Holidays
Altamont	7.30 AM to 4.30 PM		
St. Peter	8.00 AM to 5.00 PM		
Kell	6.30 AM to 3.30 PM		
Ina	7.15 AM to 4.15 PM		
Benton	3.45 PM to 11.45 PM	3.45 PM to 11.45 PM	(Sundays) 6.30 PM to 8.30 PM
West Frankfort	5.30 AM to 1.30 PM	5.30 AM to 1.30 PM	4.00 PM to 12.00 PM
Johnston City	6.00 AM to 3.00 PM	6.00 AM to 3.00 PM	6.10 PM to 8.10 PM
Marion	4.00 PM to 12.00 PM	4.00 PM to 12.00 PM	
Neilson	8.15 AM to 5.15 PM	8.15 AM to 5.15 PM	
Goreville	9.00 AM to 6.00 PM		
WV Tower	8.15 AM to 5.15 PM	8.15 AM to 5.15 PM	
Cypress	9.00 AM to 6.00 PM	9.00 AM to 6.00 PM	(Not open on Sundays)
Tamms	7.00 PM to 3.00 AM	3.00 PM to 5.00 PM	
Olive Branch	7.45 AM to 4.45 PM		
Thebes	8.00 AM to 5.00 PM	3.00 PM to 5.00 PM	

WESTVILLE SUBDIVISION	Week Days	Saturdays	Sundays and Holidays
Indianola	8.00 AM to 5.00 PM		
Sidell	8.00 AM to 5.00 PM		
Allerton	8.00 AM to 5.00 PM		
Broadlands	8.00 AM to 5.00 PM		
Longview	8.00 AM to 5.00 PM		
Fairland	8.00 AM to 5.00 PM		

MT. VERNON SUBDIVISION	Week Days	Saturdays	Sundays and Holidays
Owensville	7.00 AM to 4.00 PM		
Cynthiana	7.00 AM to 4.00 PM		
Poseyville	7.00 AM to 4.00 PM		
Mt. Vernon	7.00 AM to 4.00 PM		

JOPPA SUBDIVISION	Week Days	Saturdays	Sundays and Holidays
Karnak	8.00 AM to 5.00 PM	8.00 AM to 10.00 AM	(Not open on Sundays and Holidays)
Joppa	8.00 AM to 5.00 PM	8.00 AM to 10.00 AM	(Not open on Sundays and Holidays)

SURGEONS

NAME	LOCATION	OFFICE PHONE	RESIDENCE PHONE
Ray S. Westline, Chief Surgeon	Chicago	{WE 6-5577}	DO 3-3309
E. L. Arendorf, 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
Francis 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 Herdieu	Watseka	Main 2	Main 2
A. L. Green	Milford	2 R 7	3 R 7
R. G. Kline	Hoopeston	236	155
R. P. Donovan	Hoopeston	800	800
John C. Mason	Rossville	79 R 2	79 R 3
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, Oculist	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, Oculist	Terre Haute	Crawford 4003	C-1656-C-8624
J. T. 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	Hazelton	362	363
John K. Folck	Princeton	33	33
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, Oculist	Evansville	3-6434	3-0650
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
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
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	Tamms	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 OF TELEPHONES OTHER THAN WHERE AT BOTH ENDS OF SIDING

DANVILLE SUBDIVISION		SALEM SUBDIVISION	
Yard Center....	Fredericka St. So. End North Yd.	Newport.....	On Depot TP 149-26
Thornton.....	On Depot South End	Montezuma...	So. End of Depot
Heights Yard...	MC Connection South End Yds. Crossover	Hillsdale.....	TP 153-33 TP 157-20 Standard Pit
Steger.....	TP 28-33	Jackson.....	North Crossover Water Tank
Crete.....	In Depot	Clinton.....	End Double Track TP 163-11 TP 165-5
NE.....	South end Siding	Otter Creek Jct.	TP 171-15
Goodenow.....	Crossover	Dewey.....	Penna Connection TP 175-34
Beecher.....	Crossover South End Depot	Locust Street ..	TP 177-5
Sollitt.....	Crossover	Terre Haute....	TP 178-23 College Ave. TP 179-18 TP 179-25 TP 179-33 TP 179-36
Grant Park....	North End Siding In Depot	Baker.....	TP 180-16 TP 180-20
Momence.....	North End Siding So. End West Yd.	Spring Hill....	North End Siding TP 184-14
Wichert.....	In Depot	Young.....	North End of Wye South End of Wye
St. Anne.....	North End South- ward Siding	Pimento.....	TP 189-19
Papineau.....	In Depot	Standard.....	TP 196-32 TP 197-27
Martinton.....	On Depot	Shelburn.....	TP 198-11 TP 198-31 TP 200-5
Pittwood.....	Crossover	Sullivan.....	North End Siding Coal Chute TP 203-34 IC Crossing TP 205-16 TP 207-28
Watseka.....	No. End Old Siding	Paxton.....	TP 209-8 TP 209-34
Coaler.....	Tower, 1st Floor	Carlisle.....	North and South End House Track TP 214-29 TP 216-27
Milford.....	So. Side of Depot	Oaktown.....	Mill Track TP 221-26 TP 224-04 TP 224-34 TP 226-32
Milford Jct....	Crossover	Emison.....	TP 227-38 TP 231-3 TP 232-16 TP 233-27
Cissna Jct....	Crossover	Maria Creek...	TP 234-27
Wellington....	On Depot	Smith.....	Penna. Crossing Vincennes Frt. TP 235-37 North End Ladder Siding Crossover TP 238-37
Hoopeston....	North Crossover South Crossover	Vincennes.....	TP 240-32 TP 241-01 TP 242-40
Rossville.....	Eng. Track West Side	Alice.....	TP 246-16 TP 247-21 TP 248-24 Station Platform South End Old Siding TP 249-19
Rossville Jct..	Jct. Sidell Branch South Leg Wye	Purcell.....	
Alvin.....	In Depot	Decker.....	
Bismarck.....	On Depot	Hazelton.....	
West Newell...	Crossover		
Danville.....	North Crossover No. End Interlock- ing Crossover Coach Track South Crossover TP 123-17		
Oaklawn.....	North Crossover Middle Crossover North Gate South Crossover		
Brewer.....	Water Tank South End South- ward Yards South Crossover		
EVANSVILLE SUBDIVISION			
Gessie.....	Crossover		
Perrysville....	Crossover		
Dickason.....	North End of Siding		
Dickason Pit..	At Crossover		
Walnut Grove..	Water Tank TP 149-12		
Miller.....	TP 254-8		
Patoka.....	TP 254-39 TP 255-8 TP 256-5		
Princeton.....	North End Trans- fer Track Sou. R.R. Crossing TP 261-12		
King.....	TP 262-10 TP 262-34 TP 263-5 TP 263-10 TP 263-29		
Mt Vernon Jct..	North End of Wye South End of Wye TP 266-21		
Ft. Branch....	Emge Switch		
Haubstadt....	TP 269-24 TP 269-40		
Stacer.....	TP 273-34		
Ingle.....	TP 277-24		
Wansford.....	TP 282-0 TP 282-29		
Straight Line Jct.....	In Building TP 284-23		
Belt Yard....	South End TP 285-13		
Union Trk Jct..	TP 285-36 TP 285-38		
Otter Creek Jct.	Brazil Subdivision Switch		
Burnett.....	Tower		
Dixie Line Mine.	At Switch		
ST. LOUIS SUBDIVISION			
Woodland Jct..	Wye Switch TP 84-11		
Hustle.....	NKP Connection		
Daily.....	North End		
Glover.....	South End Siding		
Tipton.....	TP 129-4		
Villa Grove....	TP 144-22 TP 144-30 TP 144-36 TP 145-37 TP 146-06 TP 146-12		
Tuscola.....	TP 153-1		
Chippa.....	TP 173-8		
Sullivan.....	TP 175-25 TP 176-7		
Okaw River....	TP 181-40		
Hall.....	North End Double Track Coal Chute in Booth		
Findlay Jct....	West End of Wye		
Westervelt....	On Depot South End Siding		
Henton.....	TP 194-10		
Dollville.....	TP 199-13		
Pana.....	TP 203-35		
Fairground....	South End Siding		
Shelbyville....	So. End of Siding		
Clarksburg....	South End Siding		
Moccasin.....	South End Siding		
Altamont.....	B&O Connection South End Siding		
S.X.....	North End Siding		
St. James.....	South End Siding		
Loogotee.....	TP 233-06		
St. Peter.....	South End Siding		
KJ Tower.....	South End Siding		
Salem Yd.....	North End		
SA Tower.....	Interchange Track South End		
Kell.....	Depot		
Texico.....	South End Siding		
Mt. Vernon....	North End Siding		
VN Tower....	North End		
Ina.....	South End Siding		
Benton.....	North End Siding		
West Frankfort.	Coal Chute		
Orient Mine...	At Switch		
Old Ben No. 8.	At Switch		
Jenkins Spur...	At Switch		
Barlow Siding..	At Switch TP 314-02		
Marion.....	North End Siding S. Tie Plant Switch		
Goreville.....	North End Siding		
Omar.....	South End Siding TP 336-06		
Cypress.....	South End Siding		
Joppa Jct.....	No. Wye Pole Box South Wye		
Perks.....	Water Tank		
Tamms.....	GM&O Crossing		
Ullin.....	South End Siding		
Olive Branch...	North End Siding		
Thebes.....	Depot		
Gale Jct.....	M. P. Conn. Switch		
WESTVILLE SUBDIVISION			
P&E Crossing..	At Crossing		
Riley Track....	South End		
Maring.....	At Switch		
WR Tower.....	North End Storage		
Bunsen.....	Switch		
Indianola....	South End Siding		
Sidell Jct....	North Wye Switch South Wye Switch		
Allerton.....	North End House Track		
Longview.....	South End House Track		
Fairland.....	North End House Track		
Villa Grove Jct.	TP 164-21		
Henning.....	On Depot		
Jamesburg....	TP 115-35		
Collison.....	On Depot		
Brothers.....	On Depot		
Bronson.....	At Tower		
Ryan.....	Near Crossing		
Jamaica.....	On Depot		