

## 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

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

  


Chicago & Eastern Illinois Railroad

**TIME TABLE No.**

**43**

**Effective**

**Sunday, January 28, 1951**

**12:01 A. M.**

**Central Standard Time**

For Government of Operating Department Employees Only.

J. T. THEBY, General Manager

C. H. FISCHER, Superintendent of Transportation

A. W. SCHROEDER, Division Superintendent

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

<b>DANVILLE SUBDIVISION</b>		Newport..... On Depot TP 149-26	Miller..... TP 254-8	<b>SALEM SUBDIVISION</b>	
Yard Center....	Fredericka St. So. End North Yd.	Montezuma.... So. End of Depot	Patoka..... TP 254-39	Fairground....	South End Siding
Thornton.....	On Depot	Hillsdale..... TP 153-33	TP 255-8	Shelbyville....	So. End of Bridge
	South End	TP 157-20	TP 256-5	Clarksburg....	South End Siding
Heights Yard..	MC Connection	Standard Pit	Princeton.....	Moccasin.....	South End Siding
	South End Yds.	Clinton..... North Crossover	North End Trans- fer Track	Altamont.....	B&O Connection
	Crossover	South side of Yard	Sou. RR. Crossing		South End Siding
Steger.....	TP 28-33	Office	TP 281-12	S.X.....	North End Siding
Crete.....	In Depot	End Two Tracks	King.....	St. James.....	South End Siding
NE.....	South end Siding	TP 163-11	TP 262-10	Loogootee.....	TP 233-06
Goodenow.....	Crossover	TP 165-5	TP 262-34	St. Peter.....	TP 235-18
Beecher.....	Crossover	Otter Creek Jct. TP 171-15	TP 263-5	KJ Tower.....	South End Siding
	Freight Room	Dewey..... Penna Connection	TP 263-10	Salem Yd.....	North End
Sollitt.....	Crossover	TP 175-34	TP 263-29	SA Tower.....	Interchange Track
Grant Park....	North End Siding	Haley..... TP 177-5	Mt. Vernon Jct.		South End
	In Depot	Terre Haute... TP 178-23	North End of Wye		
Momence.....	North End Siding	College Ave.	South End of Wye		
	So. End West Yd.	TP 179-18	TP 266-21		
Wichert.....	In Depot	TP 179-25	Ft. Branch....	Kell.....	Depot
St. Anne.....	North End South- ward Siding	TP 179-33	Emge Switch	Texico.....	South End Siding
Papineau.....	In Depot	TP 179-36	Haubstadt....	Mt. Vernon....	North End Siding
Martinton....	On Depot	Baker..... TP 180-16	TP 269-24	VN Tower....	North End
Pittwood.....	Crossover	TP 180-20	TP 269-40	Ina.....	South End Siding
Wateka.....	No. End Old Siding	Spring Hill... North End Siding	Stacer.....	Benton.....	South End Siding
Coaler.....	TP 79-24	TP 184-14	Ingle.....	West Frankfort.	Coal Chute
Milford.....	So. Side of Depot	Young..... North End of Wye	Wansford.....	Orient Mine... At Switch	
Cissna Jct....	Crossover	South End of Wye	Straight Line	Old Ben No. 8. At Switch	
Wellington....	On Depot	TP 189-19	Jct.....	Jenkins Spur... At Switch	
Hoopeston....	North Crossover	Standard..... TP 196-32	TP 282-40	Barlow Siding... At Switch	
	South Crossover	TP 197-27	TP 284-23		
Rossville.....	Eng. Track West Side	Shelburn..... TP 198-11	Belt Yard....		
Rossville Jct.	North and South Leg Wye	TP 198-31	South End	Marion.....	North End Siding
Alvin.....	In Depot	TP 200-5	TP 285-13	S. Tie Plant Switch	
Bismarck.....	On Depot	Sullivan..... North End Siding	Union Trk Jct.. TP 285-36	Goreville.....	North End Siding
West Newell... Crossover		Coal Chute	TP 285-38	Omar.....	South End Siding
Danville.....	North Crossover	TP 203-34	Otter Creek Jct.		TP 336-06
	No. End Interlock- ing Crossover	IC Crossing	Brazil Subdivision	Cypress.....	South End Siding
	Coach Track	TP 205-16	Switch	Joppa Jct.....	No. Wye Pole Box
	South Crossover	TP 207-28			South Wye
	TP 123-17	Paxton..... TP 209-8	ST. LOUIS SUBDIVISION	Tamm.....	GM&O Crossing
Oaklawn.....	North Crossover	TP 209-34	Woodland Jct.. Wye Switch	Ullin.....	South End Siding
	Middle Crossover	Carlisle..... North and South	TP 84-11	Olive Branch... North End Siding	
	North Gate	End House	Hustle.....	Thebes.....	Depot
	South Crossover	Track	North End	Gale Jct.....	M. P. Conn. Switch
Brewer.....	TP 126-3	Oaktown..... Mill Track	Glover.....	<b>WESTVILLE SUBDIVISION</b>	
	South End South- ward Yards	TP 214-29	South End Siding	P&E Crossing... At Crossing	
	South Crossover	TP 216-27	Tipton.....	Riley Track....	South End
		Emison..... TP 221-26	Villa Grove.... TP 144-22	Maring.....	At Switch
		TP 224-04	TP 144-30	WR Tower....	North End Storage
		TP 224-34	TP 144-36	Bunsen.....	Switch
		TP 226-32	TP 145-37	Indianola....	South End Siding
		Maria Creek... TP 227-38	TP 146-06	Sidell Jct....	North Wye Switch
		Smith..... TP 231-3	TP 146-12		South Wye Switch
		TP 232-16	Tuscola.....	Allerton.....	North End House
		TP 233-27	TP 153-1		Track
		Vincennes.... TP 234-27	Chippa.....	Longview....	South End House
		Penna. Crossing	TP 173-8		Track
		Vincennes Frt.	Sullivan.....	Fairland.....	North End House
		TP 235-37	TP 175-25		Track
		North End Ladder	TP 176-7	Villa Grove Jct.	TP 164-21
		Siding Crossover	Okaw River... TP 181-40	Jamaica.....	On Depot
		TP 238-37	Hall.....	<b>BROTHERS SUBDIVISION</b>	
		Purcell.....	North End Two	Henning.....	On Depot
		TP 240-32	Tracks	Jamesburg....	TP 115-35
		TP 241-01	Coal Chute in	Collison.....	On Depot
		TP 242-40	Booth	Brothers.....	On Depot
		Deeker.....	Findlay Jct.... West End of Wye		
		TP 246-16	Westarvelt.... On Depot		
		TP 247-21	South End Siding		
		Hazelton..... TP 248-24	Henton.....		
		Station Platform	TP 194-10		
		South End Old	Dollville.....		
		Siding	TP 199-13		
		TP 249-19	Pana.....		
			TP 203-35		
<b>EVANSVILLE SUBDIVISION</b>					
Geasie.....	Crossover				
Perryville....	Crossover				
Dickason.....	North End of Siding				
Diokason Pit..	At Crossover				
Walnut Grove..	South end of Siding				
	TP 149-12				

## DANVILLE SUBDIVISION—Southward

Train Order Stations	Distance from Chicago	Distance between Stations	TIME TABLE No. 43 January 28, 1951 STATIONS	FIRST CLASS							SECOND CLASS	
				1	9	3	7	11	13	5	61	65
				Daily	Daily	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 9.15	PM 10.15		
.....	16.9	16.9	DOLTON JCT.....	Between Chicago and Yard Center, use C&WI current time table and rules.								
DN	18.0	1.1	YARD CENTER. wox	8.28	10.33	1.03	4.48	5.43	9.48	10.48	11.30	10.50
DN	20.1	2.1	THORNTON JCT..x								11.33	10.55
.....	26.6	6.5	CHICAGO HTS..	s 8.43	c10.40	s 1.11	c 4.55	s 5.52	s 9.59	11.00	11.43	11.05
DN	28.8	0.2	M. C. TOWER...x									
.....	27.0	0.2	JAY TOWER...x									
.....	28.8	1.8	STEGER...PX	c 8.48								
.....	30.4	1.6	CRETE.....	c 8.52								
.....	32.5	2.1	N. E.....	8.56	10.47	1.20	5.02	5.59	10.08	11.08	12.05	11.15
.....	37.6	5.1	BEECHER.....	c 9.02								
.....	44.7	7.1	GRANT PARK...x	c 9.12	10.57	1.30	5.12	6.09	10.18	11.18		
DN	49.7	5.0	M. G. TOWER...x								12.25	11.36
.....	49.9	0.2	MOMENCE...PX	s 9.24	11.01	f 1.35	5.16	s 6.14	s10.28	11.24		
.....	57.9	8.0	WICHERT.....	c 9.34								
DN	80.1	2.2	ST. ANNE.....	s 9.40	11.09	1.44	5.24	6.24	f10.38	11.35	12.37	11.50
.....	64.2	4.1	PAPINEAU.....	c 9.45								
.....	67.7	3.5	MARTINTON.....	c 9.50								
.....	71.5	3.8	PITWOOD.....	c 9.54	11.18	1.53	5.33	6.33	10.48	11.44	12.51	12.04
DN	77.5	6.0	WATSEKA...WX	s10.06	11.23	f 2.00	5.38	s 6.42	s10.58	11.50	12.58	12.11
.....	79.6	2.1	GOALER...X	10.08	11.25	2.02	5.40	6.44	11.01	11.53	1.03	12.15
.....	81.8	2.2	WOODLAND.....	c10.12								
DN	82.6	0.8	WOODLAND JCT..	10.15	11.30	2.06	5.43	6.48	11.04	11.57	1.10	12.20
D	88.1	5.5	MILFORD...X	s10.25		f 2.12			f11.12	12.04		
.....	92.7	4.6	CISSNA JCT.....									
D	94.2	1.5	WELLINGTON...x	c10.34	11.41	2.17			11.19	12.10		
DN	99.2	5.0	HOOPESTON...x	s10.46	11.45	f 2.26	5.57		s11.25	12.17		
.....	105.2	6.0	ROSSVILLE.....	s10.57					f11.33			
.....	107.1	1.9	ROSSVILLE JCT..	11.00	11.52	2.36	6.03		11.35	12.27		
.....	111.2	4.1	ALVIN.....	f11.07								
D	114.3	3.1	BISMARCK.....	c11.12	11.58	2.43	6.09		11.43	12.33		
DN	123.2	8.9	DANVILLE...WOX	s11.55	s12.20	s 3.06	s 6.28		s11.55	s 1.00		
DN	125.8	2.6	WALZ...X	11.59	12.24	3.11	6.32			1.05		
.....	126.5	0.7	BREWER...WX	12.00	12.25	3.12	6.33			1.06		
				PM	PM	PM	PM	PM	PM	AM	PM	AM
Average Miles Per Hour.....				31	52	47	55	51	45	44	39	43

## CONDITIONAL STOPS

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

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

Siding Car Capacity	Station Numbers	TIME TABLE No. 43 January 28, 1951 STATIONS	FIRST CLASS						SECOND CLASS				
			6	14	8	12	4	2	64	56	58	62	
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
			AM	AM	AM	PM	PM	PM	AM	AM	PM	AM	
	1	<b>CHICAGO</b> .....	5.20	8.15	9.05	12.25	2.10	7.50	.....	.....	.....	.....	
		<b>DOLTON JCT.</b> .....	Between Yard Center and Chicago use C&WI current time table and rules.										
Two Tracks		18 <b>YARD CENTER</b> .wox	s 4.48	7.43	8.33	11.53	1.38	7.18	5.00	6.45	10.30	1.00	
		20 <b>THORNTON JCT.</b> .x	4.44	7.38	8.29	11.50	1.34	7.14	3.25	5.40	9.36	8.43	
		27 <b>CHICAGO HTS.</b> .....	s 4.38	s 7.31	c 8.23	s 11.41	s 1.24	s 7.07	3.20	5.30	9.26	8.35	
			<b>M. G. TOWER</b> .....x										
			<b>JAY TOWER</b> .....x										
		s133 29	<b>STEGER</b> .....PX										
		30	<b>CRETE</b> .....										
		n100 38	<b>N. E.</b> .....	4.25	7.15	8.13	11.31	1.11	6.50	3.00	5.10	8.56	8.10
		n112 45	<b>BEECHER</b> .....										
			<b>GRANT PARK</b> .....	4.12	7.03	8.02	11.20	12.57	6.35				
			<b>M. G. TOWER</b> .....x						2.30	4.50	8.36	7.45	
		n115s80 50	<b>MOMENCE</b> .....PX	4.06	s 6.56	7.56	s 11.13	12.51	s 6.27		8.33		
			<b>WICHERT</b> .....										
		n86s80 60	<b>ST. ANNE</b> .....	3.52	f 6.40	7.47	f 11.03	12.41	6.18	2.15	4.35	8.15	7.27
			<b>PAPINEAU</b> .....					12.35					
			<b>MARTINTON</b> .....										
		n78 72	<b>PITTSWOOD</b> .....										
			<b>WATSEKA</b> .....wx	3.36	s 6.22	7.31	s 10.48	c 12.23	s 6.00	1.55	4.15	7.45	7.05
		n87s95 80	<b>COALER</b> .....x	3.30	6.13	7.27	10.43	12.19	5.50	1.50	4.10	7.30	6.55
			<b>WOODLAND</b> .....										
		<b>WOODLAND JCT.</b> ...	3.27	6.10	7.25	10.40	12.15	5.47	1.35	4.00	7.14	6.40	
		<b>MILFORD</b> .....x	3.22	s 6.03			f 12.09	s 5.40		3.50	7.05		
		<b>CISSNA JCT.</b> .....											
	n118 94	<b>WELLINGTON</b> .....		5.53			12.02						
		<b>HOOPESTON</b> .....x	3.10	s 5.45	7.09		c 11.54	s 5.25		3.30	6.50		
		<b>ROSSVILLE</b> .....		f 5.33			11.47	f 5.12					
	n90s77 107	<b>ROSSVILLE JCT.</b> ...	3.01	5.31	7.02		11.45	5.10		3.20	6.39		
		<b>ALVIN</b> .....					11.40						
		<b>BISMARCK</b> .....											
		<b>DANVILLE</b> .....wox	s 2.43	s 5.15	s 6.45		s 11.25	s 4.55					
		<b>WALZ</b> .....x	2.18		6.36		10.57	4.34		2.40	6.05		
		<b>BREWER</b> .....wx	2.17		6.35		10.56	4.33		2.35	6.00		
			AM	AM	AM	AM	AM	PM	AM	AM	PM	PM	

Average Miles Per Hour.....	42	41	51	47	39	39	19	26	24	23
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### CONDITIONAL STOPS

- No. 8—Chicago Heights discharge revenue passengers from Nashville, Tenn., and points south.
- No. 4—Hoopeston receive revenue passengers for Chicago.  
Watska—To discharge passengers from south of Danville and to receive revenue passengers for Chicago.
- No. 4—Second section when operated with Dixie Flagler equipment will not make stop of first section except at Danville and conditional stop at Chicago Heights to discharge revenue passengers from Nashville, Tenn., and points south.

## EVANSVILLE SUBDIVISION—Southward

Train Order Stations	Distance from Chicago	Distance between Stations	TIME TABLE No. 43 January 28, 1951 STATIONS	FIRST CLASS					SECOND CLASS		THIRD CLASS	
				5	9	1	3	7	57	51	55	
				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
				AM	PM	PM	PM	PM	AM	PM	PM	
	126.5	4.5	BREWER.....wx	1.06	12.25	12.00	3.12	6.33	1.15	5.15	6.35	
	131.0	3.3	GESSIE.....			f12.05						
	134.2	3.3	PERRYSVILLE.....			c12.10						
	137.6	3.5	DICKASON.....									
DN	141.1	2.6	CAYUGA.....	1.20	12.39	s12.25	f 3.25	6.46	1.33	5.33		
	143.7	3.2	WALNUT GROVE.....									
	146.9	6.4	NEWPORT.....	1.25	12.46	si2.33	3.30	6.51				
	153.3	1.3	MONTEZUMA.....			c12.40						
DN	154.6	8.3	HILLSDALE.....	1.33	12.56	c12.42	3.38	7.00	1.51	5.51		
	162.9	4.4	CLINTON.....x	1.41	1.04	s12.59	f 3.46	7.07	2.03	6.04	7.55	
	167.3	4.6	ATHERTON.....P									
	171.9	1.9	OTTER CREEK JCT.....									
	173.8	2.7	DEWEY.....P									
DN	176.5	1.0	HALEY.....	1.58	1.21	1.15	4.03	7.22	2.21	6.25	8.20	
	177.5	2.7	TERRE HAUTE.....W	s 2.14	s 1.30 <sup>1</sup>	s 1.58 <sup>9</sup>	s 4.15	s 7.28				
	179.9	1.4	BAKER.....								8.30 <sup>56</sup>	
DN	181.7	7.4	SPRING HILL.....	2.21	1.38	2.05	4.22	7.33	2.30	6.40	9.05	
	189.0	3.9	PIMENTO.....			c 2.15						
	192.9	5.5	FARMERSBURG.....P			s 2.21 <sup>58</sup>		7.42 <sup>56</sup>				
	198.4	5.3	SHELburn.....			s 2.31						
DN	203.7	5.6	SULLIVAN.....W	2.41	2.00 <sup>58</sup>	s 2.50 <sup>2</sup>	f 4.48	7.52	3.00	7.15 <sup>56</sup>	10.00	
	209.3	4.0	PAXTON.....			c 2.54						
	213.2	6.7	CARLISLE.....P			s 3.00						
	220.0	4.7	OAKTOWN.....P	2.59	2.17	s 3.10	5.04	8.07	3.25	7.45		
	224.7	4.9	EMISON.....			f 3.17						
	229.5	5.1	SMITH.....P		2.24 <sup>2</sup>							
	234.7	1.7	VINCENNES.....P	s 3.25	s 2.31	s 3.57	s 5.31	s 8.23	3.48	8.15	10.45	
	236.4	10.0	ALICE.....PW					8.25 <sup>51</sup>		8.25 <sup>7</sup>		
	246.3	2.4	DECKER.....P			s 4.12			4.05 <sup>52</sup>		11.11 <sup>6</sup>	
	248.7	8.9	HAZLETON.....	3.45	2.48	s 4.22	5.48	8.36	4.10	8.55		
	252.3	2.8	MILLER.....P	3.49 <sup>52</sup>		c 4.35	5.52 <sup>56</sup>		4.15 <sup>8</sup>			
	255.3	2.5	PATOKA.....									
	257.9	1.1	GIBSON.....P	4.08 <sup>8</sup>		s 5.00	s 6.05	8.49	4.30	9.12	11.35	
DN	259.0	3.8	PRINCETON.....	4.09	3.04	s 5.05 <sup>56</sup>						
	262.8	2.5	KING.....P									
	265.3	1.3	MT. VERNON JCT.....			s 5.18						
	266.6	3.1	FORT BRANCH.....P			f 5.24	6.20	9.03	4.45	9.30		
	269.7	6.7	HAUBSTADT.....	4.29	3.19	c 5.36	6.27	9.09	4.54	9.39	12.05	
	276.3	7.3	INGLE.....P	4.39	3.27	s 5.50			7.00	11.00	2.00	
	283.6	0.8	WANSFORD.....wo									
	284.6	1.3	BELT YARD.....wox	4.48	3.42	5.56	6.41	9.18				
	285.8	1.4	UNION TRACK JCT.....x	4.51	3.45	6.00	6.45	9.22				
DN	287.2		EVANSVILLE.....x	5.05	3.55	6.15	7.00	9.35				
				AM	PM	PM	PM	PM	AM	PM	AM	

Average Miles Per Hour

40

46

26

42

53

27

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. 9—Vincennes to receive revenue passengers for Nashville, Tenn., and south when advance reservations have been secured.

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

## DISPATCHING U. S. MAIL

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

# EVANSVILLE SUBDIVISION—Northward

5

Sliding Car Capacity		Station Numbers		TIME TABLE No. 43 January 28, 1951		FIRST CLASS					SECOND CLASS		THIRD CLASS	
						8	4	2	6	58	56	52		
						Daily	Daily	Daily	Daily	Daily	Daily	Daily		
		STATIONS				AM	AM	PM	AM		PM	AM	AM	
Two Tracks	94	126	BREWER..... WX	Automatic Block System	6.35	10.56	4.33	2.17		4.45	12.05	11.00		
		131	GESSIE.....		6.29	10.51	4.27	2.12		4.38	11.05	9.10		
		134	PERRYSVILLE.....											
		137	DICKASON.....											
		141	CAYUGA.....		6.17	10.41	f 4.15	2.00		4.23	10.30	8.45		
		144	WALNUT GROVE.....											
		147	NEWPORT.....		6.11	10.34	4.05	1.46		4.13	10.12	8.30		
		153	MONTEZUMA.....											
		155	HILLSDALE.....		6.02	10.24	3.55	1.36		4.03	10.02	8.18		
		163	CLINTON.....		5.53	10.14	s 3.45 <sup>58</sup>	1.25		3.45 <sup>2</sup>	9.52	8.05		
		167	ATHERTON..... P											
		172	OTTER CREEK JCT.....											
		113	174 DEWEY..... P											
		65	176 HALEY.....		5.38	9.58	3.30	1.09		3.10	9.05	7.35		
		178	TERRE HAUTE..... W		s 5.36	s 9.56	s 3.28	s 1.07						
109	180 BAKER.....						2.56	8.30 <sup>55</sup>						
85	182 SPRING HILL.....	5.28	9.36	3.10	12.34		2.50	8.05	7.00					
189	PIMENTO.....													
105	193 FARMERSBURG..... P						2.21 <sup>1</sup>	7.42 <sup>7</sup>						
199	SHELburn.....		9.23											
133	204 SULLIVAN..... W	5.09	s 9.16	s 2.50 <sup>1</sup>	12.09		2.00 <sup>9</sup>	7.15 <sup>51</sup>						
209	PAXTON.....													
105	214 CARLISLE..... P		9.05											
105	220 OAKTOWN..... P	4.53	8.59	2.33	11.55		1.42	6.52						
225	EMISON.....													
105	229 SMITH..... P			2.24 <sup>9</sup>										
72	235 VINCENNES..... P	s 4.37	s 8.43	s 2.16	s 11.36		1.20	6.30						
161	236 ALICE..... PW	4.30 <sup>52</sup>								4.30 <sup>8</sup>				
105	246 DECKER..... P				11.11 <sup>55</sup>					4.05 <sup>67</sup>				
248	HAZLETON.....	4.19	8.21	1.53	11.07		12.55	6.00						
105	252 MILLER..... P	4.15 <sup>57</sup>						5.52 <sup>3</sup>	3.49 <sup>5</sup>					
255	PATOKA.....													
120	258 GIBSON..... P	4.08 <sup>5</sup>												
259	PRINCETON.....	4.07	s 8.10	s 1.40	s 10.55		12.30	5.20						
60	263 KING..... P							5.05 <sup>1</sup>						
266	MT. VERNON JCT.....													
64	267 FORT BRANCH.....		f 7.58	s 1.28										
270	HAUBSTADT.....	3.57	7.55	1.23	10.43		11.52	4.52						
105	276 INGLE..... P	3.51	7.47	1.17	10.37		11.42	4.42	2.15					
82	284 WANSFORD..... WO						11.30	4.30	2.00					
285	BELT YARD..... WOX													
286	UNION TRACK JCT..... X	3.42	7.37	1.07	10.27									
287	EVANSVILLE..... X	3.35	7.30	1.00	10.20									
				AM	AM	PM	PM	AM	PM	AM				

Average Miles Per Hour.....	54	47	45	41	30	21
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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 Vincennes, to discharge revenue passengers from Nashville and South and Terre Haute to receive and discharge passengers.

## ST. LOUIS SUBDIVISION—Southward

Train Order and Block Stations	Distance from Chicago	Distance between Stations	TIME TABLE No. 43 January 28, 1951 STATIONS	FIRST CLASS				SECOND CLASS		THIRD CLASS				
				13	11			65	61	163				
				Daily	Daily			Daily	Daily	Daily				
				AM	PM			AM	PM		AM			
	DNB 82.6	4.9	WOODLAND JCT.	.....	6.48	.....	.....	12.20	1.10	.....	.....	.....	.....	
	DB 87.5	4.8	BRYCE..... P	.....	6.53	.....	.....	12.40	1.18	.....	.....	.....	.....	
	DB 92.3	3.8	GOODWINE..... P	.....	6.58	.....	.....	12.46	1.37	.....	.....	.....	.....	
	DB 96.1	3.7	FOUNTAIN CREEK P	.....	.....	.....	.....	12.51	1.42	.....	.....	.....	.....	
	..... 99.8	3.6	HUSTLE..... P	.....	.....	.....	.....	12.56	1.47	.....	.....	.....	.....	
Two Tracks	DB 103.4	4.0	REILLY..... P	.....	7.09	.....	.....	1.01 <sup>64</sup>	1.52	.....	.....	.....	.....	
	DNB 108.0	6.2	ELLIS..... P	.....	7.13	.....	.....	1.07	2.00	.....	.....	.....	.....	
	..... 114.2	5.8	GERALD..... P	.....	7.20	.....	.....	1.15	2.08	.....	.....	.....	.....	
	DB 120.0	5.9	ROYAL..... P	.....	7.26	.....	.....	1.22	2.15	.....	.....	.....	.....	
	DNB 125.9	10.6	GLOVER..... P	.....	c 7.33	.....	.....	1.29	2.22	.....	.....	.....	.....	
	DB 136.5	3.5	BLOCK..... P	.....	7.45	.....	.....	1.42	2.35	.....	.....	.....	.....	
	DB 140.0	4.8	BONGARD..... P	.....	.....	.....	.....	1.47	2.41	.....	.....	.....	.....	
	..... 144.8	0.3	VILLA GROVE JCT. x	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
	DNB 145.1	1.2	VILLA GROVE... wox	.....	1.41	.....	.....	.....	.....	.....	.....	.....	.....	
	..... 146.3	2.6	V. E..... x	.....	s {1.45 1.55	s {7.55 8.02	.....	.....	{1.55 2.30	{2.50 3.20	.....	1.45	.....	
Two Tracks	DB 148.9	4.5	WEST RIDGE..... P	.....	1.57	8.04	.....	2.32	3.25 <sup>164</sup>	.....	.....	1.47	.....	
	DNB 153.4	6.0	TUSCOLA..... P	.....	s 2.10	s 8.13	.....	2.50 <sup>14</sup>	3.35	.....	.....	1.56	.....	
	DB 159.4	5.3	BOURBON..... P	.....	c 2.19 <sup>163</sup>	8.20	.....	3.01	3.45	.....	.....	{2.09 <sup>13</sup> 2.37 <sup>14</sup>	.....	
	DNB 164.7	3.7	ARTHUR..... P	.....	s 2.25 <sup>14</sup>	s 8.28	.....	3.11	4.07 <sup>62</sup>	.....	.....	2.45	.....	
	DB 168.4	7.7	CADWELL..... P	.....	c 2.38	8.33	.....	3.20	4.15	.....	.....	2.55	.....	
	DNB 176.1	8.1	SULLIVAN..... P	.....	s 2.48	s 8.43	.....	3.40	4.24	.....	.....	3.05	.....	
	..... 184.2	1.0	HALL..... PX	.....	2.58	8.52	.....	4.05	4.34	.....	.....	3.30	.....	
	..... 185.2	0.3	FINDLAY..... WX	.....	s 3.02	c 8.53	.....	.....	.....	.....	.....	.....	.....	
	DNB 185.5	6.3	FINDLAY JCT..... X	.....	3.03	8.55	.....	4.09	4.37	.....	.....	3.55	.....	
	..... 191.8	13.3	WESTERVELT..... PX	.....	.....	.....	.....	4.24	4.47	.....	.....	.....	.....	
..... 205.1	70.0	PANA..... PX	.....	.....	.....	.....	4.40	5.08	.....	.....	.....	.....		
				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		MITCHELL YD... wo	AM	PM			8.00	8.35		AM			
Average Miles Per Hour.....				30	49			25	26					

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

#### CONDITIONAL STOPS

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

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

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

# ST. LOUIS SUBDIVISION—Northward

Siding Car Capacity	Station Numbers	TIME TABLE No. 43 January 28, 1951 STATIONS	FIRST CLASS				SECOND CLASS		THIRD CLASS					
			14	12			62	64	164					
			Daily	Daily			Daily	Daily	Daily					
			AM	AM			PM	AM	PM					
	83	WOODLAND JCT. ....		10.40			6.40	1.35						
	83 1088	BRYCE ..... P					6.32	1.25						
	90 1092	GOODWINE ..... P		10.30			6.25	1.20						
	88 1096	FOUNTAIN CREEK P					6.19	1.15						
	115 1100	HUSTLE ..... P					6.13	1.10						
	77 1103	REILLY ..... P		10.13			6.07	1.01 <sup>65</sup>						
	89 1108	ELLIS ..... P					6.00	12.47						
	90 1114	GERALD ..... P		10.08			5.51	12.39						
	77 1120	ROYAL ..... P					5.43	12.31						
	100 1126	GLOVER ..... P		c 9.55			5.35	12.24						
	80 1136	BLOCK ..... P		9.45			5.20	12.12						
	80 1140	BONGARD ..... P		9.41			5.15	12.08						
	1144	VILLA GROVE JCT. X		3.25										
	1145	VILLA GROVE. WOX		s {3.20 3.05			{5.05 4.45	{12.01 11.00		3.30				
		V. E. .... X		3.02			4.40	10.45		3.25 <sup>61</sup>				
	1149	WEST RIDGE. ....												
	115 1153	TUSCOLA ..... P		s 2.50 <sup>65</sup>	s 9.15		4.27	10.25		3.06				
	115 1159	BOURBON ..... P		2.37 <sup>163</sup>	9.09		4.16	10.15		2.58				
	115 1165	ARTHUR ..... P		s 2.25 <sup>13</sup>	s 9.02		4.07 <sup>61</sup>	10.05		2.50				
	115 1168	CADWELL ..... P		2.14	8.56		4.02	9.58		2.42				
	115 1176	SULLIVAN ..... P		s 2.04	s 8.47		3.52	9.45		2.30				
	85 1184	HALL ..... PX		1.49	8.37		3.43	9.31		2.15				
	1185	FINDLAY ..... WX		s 1.47	c 8.35									
	1186	FINDLAY JCT. ....		1.42	8.34		3.30	9.24		1.50				
	84 1192	WESTERVELT. ....					3.31	9.15						
	60 1205	PANA ..... PX					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. ... wo					1.15	7.00						
			AM	AM			PM	PM	PM					
Average Miles Per Hour.....			24	49			36	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 stop.

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



## Southward—SALEM SUBDIVISION—Northward

SECOND CLASS		FIRST CLASS		Train Order Stations	Distance from Chicago	Distance between Stations	TIME TABLE No. 43 January 28, 1951		Station Numbers	Siding Car Capacity	FIRST CLASS		THIRD CLASS	
183	163	11	13				STATIONS				12	14	164	184
CB&Q Daily	Daily	Daily	Daily				Daily	Daily			Daily	Daily	Daily	CB&Q Daily
PM	AM	PM	AM					AM	AM			PM	AM	
	3.55		8.55	DN	185.5	7.3	FINDLAY JCT. . . . . x	1186		8.34	1.42		1.50	
	4.10		9.02	...	192.8	1.1	FAIR GROUNDS . . . . . x	2193	75	8.26	1.32		1.35	
			s 9.04	s	193.9	6.2	SHELBYVILLE . . . . . x	2194		s 8.25	s 1.30			
	4.30		9.13	s	200.1	4.4	CLARKSBURG . . . . .	2200	75	8.16	1.15			
	4.37		9.19	s	204.5	8.4	MODE . . . . .	2205	68	8.10	s 1.05		1.13	
				DN	212.9	6.0	MOCCASIN . . . . .	2213	83	8.02	12.50		1.02	
	4.48		9.27		218.9	5.5	ALTAMONT . . . . .	2219	75	f 7.53	s12.41		12.42	
	5.05		f 9.34	s	224.4	0.2	S. X. TOWER . . . . . x	2223	60	7.48	12.31		12.33	
	5.17		9.40	DN	224.6	5.1	ST. ELMO . . . . . x	2224		s 7.47	s12.30			
			s 9.44	s	229.7	3.5	ST. JAMES . . . . .	2230	75	7.40	12.15		12.15	
	5.30		9.51		233.2	2.5	LOOGOOTEE . . . . .	2233			e12.07			
			c 4.38	c	235.7	6.7	ST. PETER . . . . .	2236	65	7.34	s12.02		11.45	
	5.40		9.57	D	242.4	0.3	KINMUNDY . . . . .	2242		s 7.27	s11.50		11.30	
			s10.06	s	242.7	0.4	K. J. TOWER . . . . .		72	7.25	11.47		11.30	
	5.50		10.07	DN	252.1	1.7	SALEM YARD . . . . . wox	2252		7.15 <sup>183</sup>	11.34		(11.10 9.20)	
	(6.00 7.35) <sup>12</sup>		10.17	DN	253.8	0.3	SALEM . . . . . x	2254		s 7.13	11.30			
	7.40		s10.23	DN	254.1	5.9	S. A. TOWER . . . . . x			7.08			9.10	
			10.25		260.0	3.3	CARTTER . . . . .	2260		7.03				
				D	263.3	3.9	KELL . . . . .	2263	95	6.59			8.58	
	7.55		10.35		267.2	8.5	TEXICO . . . . .	2267	76	6.53			8.45	
	8.01		10.40		275.7	0.5	MT. VERNON . . . . . x	2276	71	s 6.43			8.30 <sup>163</sup>	
	8.30 <sup>164</sup>		s10.49		276.2	7.5	V. N. TOWER . . . . .			6.38				
	8.36		10.54	DN	283.7	3.5	BONNIE . . . . .	2284						
				D	287.2	4.5	INA . . . . .	2287	96	6.25			7.55	
	8.50		11.06		291.7	6.3	WHITTINGTON . . . . .	2292						
				DN	298.0	7.0	BENTON . . . . .	2298	107	s 6.12			7.40	
	9.05		s11.24	DN	305.0	5.7	WEST FRANKFORT . . . . . wx	2305		s 6.00			7.25	
	9.35		s11.36		310.7	0.6	JOHNSTON CITY . . . . .	2311		s 5.50			6.55	
	9.50		s11.47	DN	311.3	5.3	BARLOW . . . . .	2312	75	5.45			6.53	
			11.48		316.6	7.4	MARION . . . . . x	2317	75	s 5.31			6.30	
	10.45		s11.58	DN	324.0	5.3	NEILSON . . . . .	2324		5.23			6.10	9.55
3.35	10.57		12.08	D	329.3	4.7	GOREVILLE . . . . . w	2329	75	f 5.16			5.45	9.40
3.55	11.20		f12.18	D	334.0	2.4	OMAR . . . . .	2333	74	5.05			5.15	9.35
4.05	11.35		12.29		336.4	3.3	BUNCOMBE . . . . .	2336						
			s12.40		339.7	0.1	WEST VIENNA . . . . .	2340		s 4.57				
			12.41	D	339.8	5.5	W. V. TOWER . . . . .			4.53			5.03	9.10
	4.15		12.41		345.3	2.3	CYPRESS . . . . . wx	2345	75	4.45			(4.55 AM 11.00 PM)	
	12.30		12.50	D	347.6	3.5	JOPPA JCT. . . . . x	2348						
	12.40				351.1	5.4	PERKS . . . . .	2351					10.15	
					356.5	6.3	ULLIN . . . . .	2357	75				9.45	
	12.55			DN	362.8	6.5	TAMMS . . . . .	2363	47				9.35	
	1.10			D	369.3	8.7	OLIVE BRANCH . . . . .	2369	33				9.10	
	1.30			D	378.0	1.7	THEBES . . . . . x	2378					9.00	
	1.45				379.7	0.4	GALE JCT. . . . . x							
				DN	380.1	14.3	BRIDGE JCT. . . . .							
	3.00				394.4		CHAFFEE . . . . . wo	2394					8.00	
PM	PM		AM							AM	PM		PM	AM

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

## CONDITIONAL STOPS.

No. 13—St. James and Loogootee daily except Sunday to handle mail and express.  
No. 14—Loogootee 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. 43 January 28, 1951			Station Numbers	Siding Car Capacity	Station Tracks Car Capacity	NORTHWARD		
First Class	STATIONS						First Class						
13							14						
Daily													
AM											AM		
12.30	DNB	123.0	5.8	DANVILLE.....wx	123						4.45		
		128.8	3.6	GRAPE CREEK...P	3129	38							
		132.4	0.4	WESTVILLE.....x	3132		18						
12.53	DNB	132.8	0.4	W. R. TOWER...x			54			4.17			
	D	142.1	3.5	INDIANOLA.....	3142	48	10						
1.12	D	145.6	0.9	SIDELL JCT.....x	3145					3.58			
	D	146.5	6.1	SIDELL.....x	3146		27						
1.23	D	152.6	3.1	ALLERTON.....	3153		36			3.47			
	D	155.7	4.0	BROADLANDS.....	3156		40						
	D	159.7	2.2	LONGVIEW.....	3160		32						
	D	161.9	2.2	FAIRLAND.....	3162		35						
1.41		164.9	3.0	VILLA GROVE JCT. x	1144					3.25			
AM											AM		

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

**MT. VERNON SUBDIVISION**

SOUTHWARD		Train Order Stations	Distance from Chicago	Distance between Stations	TIME TABLE No. 43 January 28, 1951			Station Numbers	Station Tracks Car Capacity	NORTHWARD		
Second Class	STATIONS						Third Class					
303							302					
Daily Ex. Sunday												
AM											AM	
7.30		265.4	6.1	MT.VERNON JCT. x	266					11.15		
f 7.50	D	271.5	5.9	OWENSVILLE.....	8272	47	f11.05					
f 8.05	D	277.4	4.4	CYNTHIANA.....	8278	23	f10.55					
f 8.20	D	281.8	4.7	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... x	8305		10.00					
AM											AM	

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

**JOPPA SUBDIVISION**

SOUTHWARD		Train Order Stations	Distance from Chicago	Distance between Stations	TIME TABLE No. 43 January 28, 1951			Station Numbers	Station Tracks Car Capacity	NORTHWARD		
	STATIONS											
		347.6	0.9	JOPPA JCT.....x	2348							
		348.5	0.9	CHASCO.....x	9348							
		349.4	0.9	RAGO.....x	9349							
	D	351.5	2.1	KARNAK.....	9352	5						
		355.5	4.0	BOAZ.....	9356	6						
	D	363.3	7.8	JOPPA.....x	9363							

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

**BROTHERS SUBDIVISION**

SOUTHWARD		Train Order Stations	Distance from Chicago	Distance between Stations	TIME TABLE No. 43 January 28, 1951			Station Numbers	Siding Car Capacity	Station Tracks Car Capacity	NORTHWARD		
	STATIONS												
		107.1		ROSSVILLE JCT...x	107								
	D	111.8	4.7	HENNING.....	4112		40						
	D	119.8	8.0	COLLISON.....	4120		26						
	D	125.4	5.6	BROTHERS.....	4125		32						

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

**CISSNA PARK SUBDIVISION**

		92.7		CISSNA JCT... x	93						
		95.3	2.6	ALONZO.....x	5095		12				
	D	98.2	1.9	GOODWINE...x	1092		25				
		100.1	3.7	CLAYTONVILLE	5100		23				
		103.8		CISSNA PARK...x	5104		40				

**JUDYVILLE SUBDIVISION**

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

**BRAZIL SUBDIVISION**

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

## SPECIAL INSTRUCTIONS

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

	Psgr. MPH	Frt. MPH
Yard Center to Evansville.....	80	55
Woodland Jct to Villa Grove.....	70	55
Villa Grove 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
Freight trains of over 5000 tons.....	..	50

b—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

c—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, Brothers Subdivision, Joppa Subdivision, Westville to Villa Grove Jct., and Cypress to Thebes 20 MPH.

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

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

d—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.

### 10—RAILROAD CROSSINGS:

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

b—At Railroad Crossings not interlocked:

Illinois law requires trains Stop within 800 ft. of crossing and positively ascertain that way is clear.

Indiana law requires trains stop not closer than 40 ft. nor more than 500 ft. from crossing ascertaining no train approaching.

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

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

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

## DANVILLE SUBDIVISION

### 14—BLOCK INFORMATION:

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

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

### 15—DANVILLE:

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

b—Between crossovers just south of Wabash crossing and P&E crossing Danville, tracks are numbered commencing with No. 1 for the most westerly track and continuing east as No. 2 and No. 3. Current of traffic: Track 1 southward. Track 2 northward. Track 3 northward. Movements may be made in either direction on tracks 1, 2 or 3 if signal indicates proceed.

The most easterly track between P&E crossing and Wabash crossing Danville is a running track and may be used in either direction.

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

### JOINT TRACKS

16—C&WI—Between Chicago and Yard Center trains and engines will use the tracks and time table and be governed by rules and instructions issued by the Chicago and Western Indiana Railroad. C&EI train order form F is authority for a C&EI train to run as a section on the C&WI through between Chicago and Yard Center when such train is shown under the same schedule number on the 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.

### INTERLOCKING PLANTS

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

### YARD LIMITS

Stations	From	To
Yard Center	Dolton Jct.	TP 20-35
Heights Yard	TP 26-31	TP 29-3
Momence	TP 48-40	TP 51-45
Watseka	MP 76	TP 80-24
Milford	MP 87	TP 89-1
Hoopston	MP 98	MP 100
Danville	MP 122	MP 128

### SPEED RESTRICTIONS

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

	MPH
Yard Center—Over railroad crossings on main track	50
Over slip switches on side tracks	20
Over spring switch against traffic on southward track	40
Chicago Heights—Between first street north of depot TP 26-24 and EJ&E crossing TP 27-1	50
Steger—Over spring switch against current of traffic on southward track	40
St. Anne—Over NYC crossing	60
Coaler—Over spring switch against current of traffic on northward track	40
Woodland Jct.—On northward track through interlocker	60
On southward track through interlocker	40
Through north crossover	20
Hoopston—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

### STATIONS AND TRACKS NOT ON SCHEDULE PAGES

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

### EVANSVILLE SUBDIVISION

#### 18—C.T.C. INFORMATION

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

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

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

#### 19—BLOCK INFORMATION:

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

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

21—EVANSVILLE—Trains to and from Evansville use crossover at Union Track Jct. Switches are set normally for that movement.

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, Wansford Yard and Belt Railway.

NYC..... Straight Line Jct. to Wansford Yard.

IC..... Belt Railway Devon St., to Wansford Yard and West Running Track to Garvin St.

### JOINT TRACKS

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

Pennsylvania trains may display their standard markers.

### INTERLOCKING PLANTS

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

a—TERRE HAUTE—Penna. RR. Movements through plant governed by interlocking home signals operated from interlocking machine in office at crossing. Northward passenger trains occupying main track, setting out or picking up, may pass southward home signal indicating Stop and Proceed at Restricted Speed (Rule 290-A) without clearance Form A to place engine on train.

b—SPRING HILL—Plant controls both ends of sidings and crossings and connections just north and just south of the siding. When stopped by the home signal at north crossing and signal does not display proceed indication, do not proceed until permission is obtained from the signalman by telephone and until switch and derails are inspected and known to be properly set. In addition, main track movements must receive authority as per Rule 509(a) before proceeding over the plant. When necessary these derails and switch may be operated by hand after obtaining permission from the signalman. Instructions are posted in telephone box at each home signal and on switch and derail machines.

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

d-VINCENNES—PRR—Automatic plant. If a train is stopped by home signal and no conflicting movement is being made, operate C&EI release in telephone box at crossing. If signal does not change to proceed indication within two minutes, proceed through plant on hand signal from trainman at crossing.

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

#### RAILROAD CROSSINGS NOT INTERLOCKED

24—EVANSVILLE—Southern and IC.

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

#### YARD LIMITS

Brewer..... See Danville Subdivision  
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.

#### SPEED RESTRICTIONS

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

	MPH
Perrysville—Between TP 133-20 and 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 two tracks.....	30
Over Wabash River Bridge.....	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 carlengths 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 235-39.....	35

	MPH
Decker—White River Bridge and trestle.....	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, 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.	

#### ENGINES RESTRICTED ON AUXILIARY TRACKS

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

#### STATIONS AND TRACKS NOT ON SCHEDULE PAGES

Miles from Chgo.	Name	No.
128.9	Rileysburg.....	129
138.1	Dickason Pit.....	138
149.7	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, CMStP&PRR.....	205

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

**ST. LOUIS SUBDIVISION**

**25—BLOCK INFORMATION:**

a—Rules 305 to 373 in effect between Woodland Junction and Villa Grove Junction; V.E. and Sullivan; Findlay Junction and Pana.

The manual block signal will also be used as train order signal except at Villa Grove and Findlay Jct.

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 two tracks 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 two tracks 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.

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

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

**JOINT TRACK**

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

Employees who operate between Pana and St. Louis must have copy of 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.

**INTERLOCKING PLANTS**

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

**YARD LIMITS**

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

**SPEED RESTRICTIONS**

MPH

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

Woodland Jct.—Northward trains through crossover . . .	20
Bridge C-1114 between Ellis and Gerald . . . . .	60
Villa Grove Jct.—Northward movements over spring switch end of two tracks . . . . .	30
V.E. Over main track spring switch . . . . .	30
Tuscola—Around curves north of IC crossing . . . . .	30
Arthur—Around curve and over Penna. crossing . . . . .	30
Sullivan—Around curve at depot between TP 176-01 and 176-08 . . . . .	30
Hall—Over Spring switch end of two tracks . . . . .	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

**STATIONS AND TRACKS NOT ON SCHEDULE PAGES**

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

**SALEM SUBDIVISION**

29—SALEM YARD—All trains register and receive clearance at Salem Yard. Clearance received at Salem Yard issued and signed by the superintendent will confer the same authority to regular trains as though received at initial station (Rule 83b). No. 14 will use schedule Salem to Salem Yard without clearance Form A.

30—WEST FRANKFORT—When flasher signals at Main Street are operating account train on main line, trains or engines using lead over Main Street must protect their movement over street by a flagman.

## JOINT TRACKS

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

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

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

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

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

## INTERLOCKING PLANTS

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

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

b—TAMMS—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.

## RAILROAD CROSSING NOT INTERLOCKED

33—ALTAMONT—B&O.

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

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

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

## YARD LIMITS

Findlay	St. Louis Subdiv.	TP 186-22
Shelbyville	MP 191	TP 194-15
St. Elmo	TP 222-45	TP 225-22
Salem Yard	TP 250-20	MP 256
Mt. Vernon	TP 274-25	TP 277-20
West Frankfort	TP 303-16	TP 306-29
Marion	TP 315-10	TP 319-8
Cypress	TP 344-7	TP 348-17
Thebes	TP 377-1	Bridge Jct.

## SPEED RESTRICTIONS

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

	MPH
Kaskaskia Bridge C1942 (Use 45 seconds)	20
Altamont—Curve at Depot	20

	MPH
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
TP 373-12 over Mo. Pac. R.R.	20
Thebes—SI&MB Co. Bridge	25

## STATIONS AND TRACKS NOT ON SCHEDULE PAGES

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

## WESTVILLE SUBDIVISION

34—BLOCK INFORMATION:

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

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

## INTERLOCKING PLANTS

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

## YARD LIMITS

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

## SPEED RESTRICTIONS

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

	MPH
Wabash crossing to 300 feet south of E. Williams St.	25
Danville 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.	40
Indianola—Curve north of depot TP 141-32	30
Sidell Jct. to Jamaica	25

**STATIONS AND TRACKS NOT ON SCHEDULE PAGES**

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

**JOPPA SUBDIVISION**

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

**RAILROAD CROSSINGS NOT INTERLOCKED**

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

**YARD LIMITS**

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

**SPEED RESTRICTIONS**

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

Joppa Jct. to Joppa ..... MPH  
40

**STATIONS AND TRACKS NOT ON SCHEDULE PAGES**

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

**BROTHERS SUBDIVISION****YARD LIMITS**

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

**SPEED RESTRICTIONS**

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

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

**STATIONS AND TRACKS NOT ON SCHEDULE PAGES**

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

**JUDYVILLE SUBDIVISION**

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

**INTERLOCKING PLANTS**

38—Johannott—Automatic plant. If train is stopped by home signal and no CMStP&P train is approaching or on crossing, crew must operate hand release in box on tower wall. Instructions are in the box. If

home signal does not then change to Proceed, train may move through plant on hand signal from trainman at crossing.

**RAILROAD CROSSINGS NOT INTERLOCKED**

39—Stewart—NYC. Gate normally across C&EI and locked and semaphore arm on gate post vertical. C&EI trains stop, crews operate gate and restore to normal after movement over crossings is complete.

**YARD LIMITS**

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

**SPEED RESTRICTIONS**

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

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

**BRAZIL SUBDIVISION**

40—BRAZIL—End of C&EI track is at west line of Chicago St.

Derail on main track just south of new highway.

All engines must approach Brazil prepared to stop and expect to find cars on main track between house track switch and Chicago St. Brazil Clay Plant No. 2—Two derrails, one near main track and one at road crossing at plant.

**INTERLOCKING PLANT**

41—Burnett.

**YARD LIMITS**

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

**SPEED RESTRICTIONS**

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

Otter Creek Jct. to Brazil ..... MPH  
25  
Burnett—Over Bridge E1748. .... 10  
Brazil—Over Old National Road. .... 10

**CISSNA PARK SUBDIVISION****INTERLOCKING PLANTS**

42—Goodwin.

**YARD LIMITS**

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

**SPEED RESTRICTIONS**

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

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

**MT. VERNON SUBDIVISION****RAILROAD CROSSINGS NOT INTERLOCKED**

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

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

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

**YARD LIMITS**

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



**SPEED RESTRICTIONS**

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

	MPH
Mt. Vernon Jct. to Mt. Vernon.....	30
Wadesville—Over highway 1350 ft. south of Depot.....	15
Solitude—Over Bridge M2958.....	15

**STATIONS AND TRACKS NOT ON SCHEDULE PAGES**

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

**LOCATION BULLETIN BOARDS, STANDARD CLOCKS AND TRAIN REGISTERS**

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

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

**TRAIN ORDER OR BLOCK STATIONS ARE OPEN ONLY AS FOLLOWS**

DANVILLE SUBDIVISION	Week Days	Saturdays Sundays and Holidays
Milford.....	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**

Clinton.....	{ 10.30 AM to 6.30 PM.....	10.30 AM to 6.30 PM
	{ 11.00 PM to 7.00 AM.....	11.00 PM to 7.00 AM

**ST. LOUIS SUBDIVISION**

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

**SALEM SUBDIVISION**

Altamont.....	7.30 AM to 4.30 PM.....	
St. Peter.....	8.00 AM to 5.00 PM.....	
Kell.....	6.30 AM to 3.30 PM.....	
Ina.....	7.15 AM to 4.15 PM.....	
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.....	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.....	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**

Indianola.....	8.00 AM to 5.00 PM.....	
Sidell.....	8.00 AM to 5.00 PM.....	
Allerton.....	8.00 AM to 5.00 PM.....	
Broadlands.....	8.00 AM to 5.00 PM.....	
Longview.....	8.00 AM to 5.00 PM.....	
Fairland.....	8.00 AM to 5.00 PM.....	

## MT. VERNON SUBDIVISION

Owensville.....	7.00 AM to 4.00 PM.....
Cynthiana.....	7.00 AM to 4.00 PM.....
Poseyville.....	7.00 AM to 4.00 PM.....
Mt. Vernon.....	7.00 AM to 4.00 PM.....

## JOPPA SUBDIVISION

Karnak.....	8.00 AM to 5.00 PM.... 8.00 AM to 10.00 AM (Not open on Sundays and Holidays)
Joppa.....	8.00 AM to 5.00 PM.... 8.00 AM to 10.00 AM (Not open on Sundays and Holidays)

## SURGEONS

NAME	LOCATION	OFFICE PHONE	RESIDENCE PHONE
Ray S. Westline, Chief Surgeon.....	Chicago.....	{WE 6-5577} {WE 6-5578}	DO 3-3309
E. L. Aresdorf, Asst. Chief Surgeon.....	Chicago.....	{WE 6-5577} {WE 6-5578}	RA 3-1217
Myron J. Tremaine.....	Chicago.....	HA 7-1774	Oak Park
Roland A. Jacobson.....	Chicago.....	PU 5-0138	PU 5-0138
Chas. F. Clayton.....	Dolton.....	IN 8-9718	Riverdale 2
J. A. Kollar.....	Chicago Heights.....	2833	2831
Francis J. Armbruster.....	Beecher.....	2211	3641
H. S. Hiatt.....	Momence.....	434	
O. L. Denyes.....	St. Anne.....	130	116
Donald A. Meier.....	Watseka.....	960	142
J. M. Roberts.....	Watseka.....	Main 2	Main 2
E. Forest Herdian.....	Milford.....	2 R 7	3 R 7
A. L. Green.....	Hoopeston.....	236	155
R. G. Kline.....	Hoopeston.....	800	800
R. P. Donovan.....	Rossville.....	79 R 2	79 R 3
John C. Mason.....	Bismarck.....		52
O. P. Donovan.....	Danville.....	399	1470
Melvin L. Hole.....	Danville.....	3617	1438
James E. McKibben.....	Danville.....	221	3733
J. S. Curtis.....	Danville.....	703	
S. G. Baldwin, Oculist.....	Perrysville.....	33	9
W. A. Johnson.....	Caryuga.....	263	263
Ralph E. Brown.....	Newport.....	83	83
J. L. Saunders.....	Clinton.....	123	124
Paul B. Casebeer.....	Brazil.....	401	458
C. C. Sourwine.....	Terre Haute.....	C-2652	C-8983
M. C. Topping.....	Terre Haute.....	C-5652	C-2193
Albert M. Mitchell.....	Terre Haute.....	Crawford 4003	C-1656-C-8624
W. E. Stewart, Oculist.....	Farmersburg.....	201 X	202 X
Robert O. Bethae, Jr.....	Sullivan, Ind.....	263	306
C. F. Briggs.....	Carlsruhe.....	Main 4	Main 100
J. Stanley Brown.....	Vincennes.....	2054	1210
E. W. Beckes.....	Hazelton.....	362	363
H. M. Arthur.....	Princeton.....	33	33
John K. Polck.....	Owensville.....	79 F 3	79 F 4
J. R. Montgomery.....	Poseyville.....	24-1	24-3
S. W. Boren.....	Mt. Vernon, Ind.....	180-W	180-W
Frank W. Oliphant.....	Ft. Branch.....	16	16
R. G. Geick.....	Evansville.....	5-6201	2-3164
J. H. McCool.....	Evansville.....	3-2102	3-2102
W. E. McCool.....	Evansville.....	5-6201	5-6133
W. A. Heinrich.....	Evansville.....	3-6434	3-0650
Wm. H. Field, Oculist.....	Henning.....	1	7
J. M. James.....	St. Joseph.....	2161	2326
P. C. Casto.....	Villa Grove.....	63 R 1	71
James Taylor.....	Tuscola.....	75	75
Walter C. Blaine.....	Arthur.....	14	14 X
C. O. Norris.....	Sullivan, Ill.....	6112	6113
W. B. Kilton.....	Findlay.....	154	149
O. G. Kauder.....	Pana.....	3582	2750
L. H. Miller.....	Nokomis.....	8	28
C. W. Vaughn.....	Hillsboro.....	92	94
Z. V. Kimball.....	Livingston.....	600	
W. R. Greenwood.....	Granite City.....	Tri City 99	Tri City 443
H. P. Reuss.....	St. Louis.....	Chestnut 5844	Parkview 6356
Earl Rice.....	Shelbyville.....	302	348
Charles H. Hulick.....	Shelbyville.....	104	780
Duncan Biddlecomb.....	St. Elmo.....	89	40
A. R. Whitefort.....	Salem.....	44	128
H. L. Logan.....	Salem.....	260	127
T. D. Laney.....	Mt. Vernon, Ill.....	650	31
Harry G. Thompson.....	Benton.....	191	432
Walter H. Alvis.....	W. Frankfort.....	126	366
C. O. Lane.....	W. Frankfort.....	247	247
C. H. Eldridge.....	Johnston City.....	177 R 2	177 R 3
W. J. Clayton.....	Marion.....	784	49 N
A. N. Baker.....	Marion.....	612	595
H. A. Felts.....	Goreville.....	26 R 3	26 R 2
W. W. Ritchey.....	Cypress.....		
William Thomson.....	Tamms.....	20	23
James K. Rosson.....	Olive Branch.....	7	7
A. Lottman.....	Joppa.....	404 W 1	404 W 2
G. F. Cummings.....	Chaffee, Mo.....	50	67
G. A. Sample.....			

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