

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 | 39.7 |
| 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. DUVALL, 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

512 MONTEZUMA, IND.



Chicago & Eastern Illinois Railroad

TIME TABLE No.

43

Effective

Sunday, January 28, 1951

12:01 A. M.

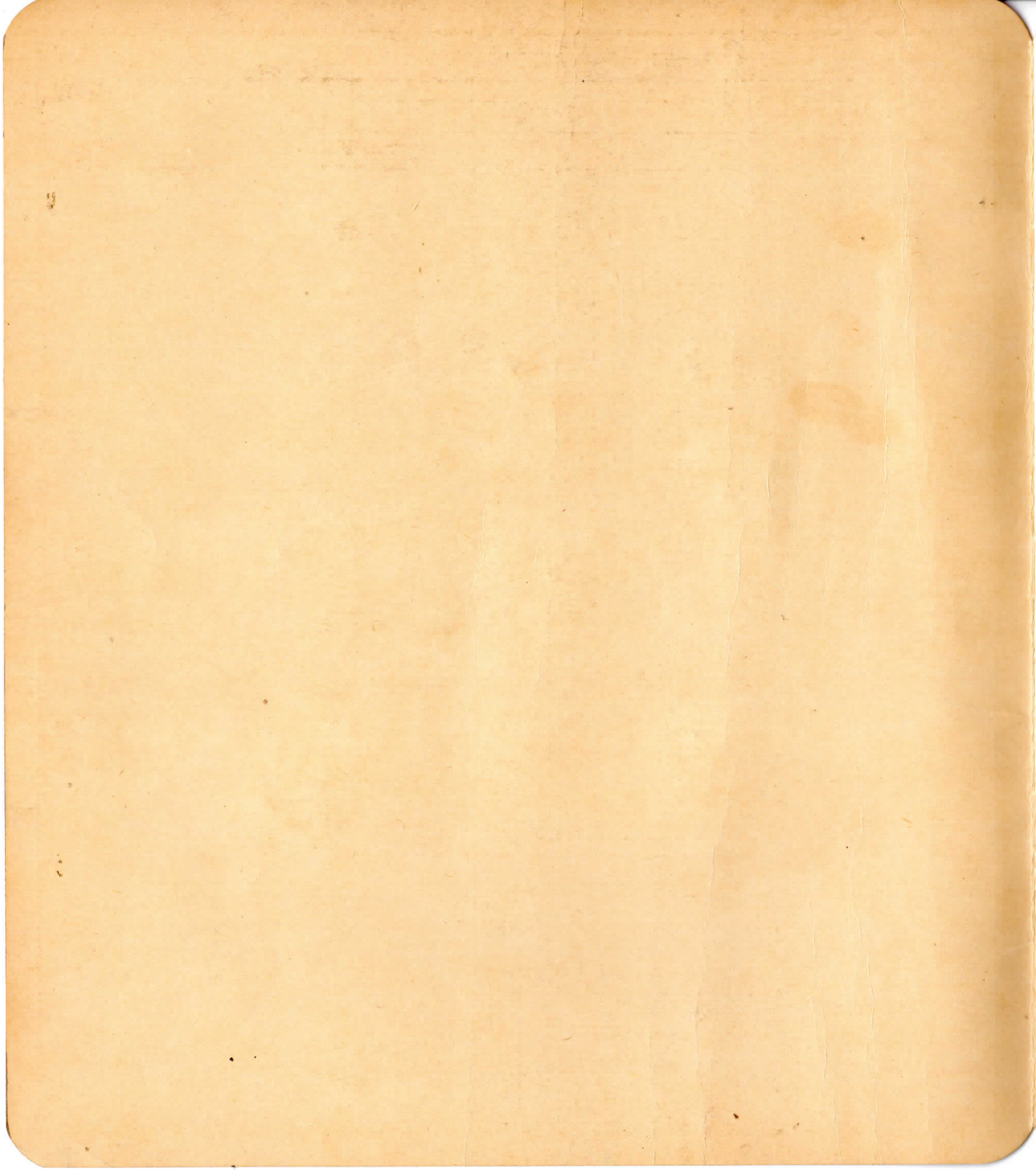
Central Standard Time

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

| 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 TP 153-33 |
| Heights Yard.. | MC Connection South End Yds. Crossover | Hillsdale..... | TP 153-33 TP 157-20 Standard Pit |
| Steger..... | TP 28-33 | Clinton..... | North Crossover South side of Yard Office |
| Crete..... | In Depot | Otter Creek Jct. | TP 171-15 |
| NE..... | South end Siding | Dewey..... | Penna Connection TP 175-34 |
| Goodenow..... | Crossover | Haley..... | TP 177-5 |
| Beecher..... | Crossover Freight Room | Terre Haute... | TP 178-23 College Ave. |
| Sollitt..... | Crossover | Young..... | North End of Wye South End of Wye |
| Grant Park.... | North End Siding In Depot | Pimento..... | TP 189-19 |
| Momence..... | North End Siding So. End West Yd. | Standard..... | TP 196-32 TP 197-27 |
| Wichert..... | In Depot | Shelburn..... | TP 198-11 TP 198-31 TP 200-5 |
| St. Anne..... | North End South- ward Siding | Sullivan..... | North End Siding Coal Chute TP 203-34 |
| Papineau..... | In Depot | Paxton..... | TP 209-8 TP 209-34 |
| Martinton..... | On Depot | Carlisle..... | North and South End House Track |
| Pittwood..... | Crossover | Oaktown..... | Mill Track TP 221-26 |
| Wateka..... | No. End Old Siding | Emison..... | TP 224-04 TP 224-34 TP 226-32 |
| Coaler..... | TP 79-24 | Maria Creek... | TP 227-38 TP 231-3 |
| Milford..... | So. Side of Depot | Smith..... | TP 232-16 TP 233-27 TP 234-27 |
| Cissna Jct.... | Crossover | Vincennes..... | Penna. Crossing Vincennes Frt. TP 235-37 |
| Wellington.... | On Depot | Alice..... | North End Ladder Siding Crossover TP 238-37 |
| Hoopeston.... | North Crossover South Crossover | Purcell..... | TP 240-32 TP 241-01 TP 242-40 |
| Rossville..... | Eng. Track West Side | Decker..... | TP 246-16 TP 247-21 |
| Rossville Jct.. | North and South Leg Wye | Hazelton..... | TP 248-24 Station Platform South End Old Siding TP 249-19 |
| Alvin..... | In Depot | | |
| Bismarck..... | On Depot | | |
| West Newell... | Crossover | | |
| Danville..... | North Crossover No. End Interlock- ing Crossover Coach Track South Crossover TP 123-17 | | |
| Oaklawn..... | North Crossover Middle Crossover North Gate South Crossover | | |
| Brewer..... | TP 126-3 South End South- ward Yards South Crossover | | |
| EVANSVILLE SUBDIVISION | | | |
| Gessie..... | Crossover | | |
| Perrysville.... | Crossover | | |
| Dickason..... | North End of Siding | | |
| Dickason Pit.. | At Crossover | | |
| Walnut Grove.. | South end of Siding TP 149-12 | | |
| Miller..... | TP 254-8 | | |
| Patoka..... | TP 254-39 TP 255-8 TP 256-5 | | |
| Princeton..... | North End Trans- fer Track Sou. RR. 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 TP 281-24 | | |
| Wansford..... | TP 282-7 | | |
| Straight Line Jct..... | TP 282-40 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 | | |
| Chippis..... | TP 173-8 | | |
| Sullivan..... | TP 175-25 TP 176-7 | | |
| Okaw River... | TP 181-40 | | |
| Hall..... | North End Two Tracks 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 Bridge | | |
| 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 | | |
| Loogootee.... | TP 233-06 | | |
| St. Peter..... | TP 235-18 | | |
| 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 | | |
| 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 | | |
| Jamaica..... | On Depot | | |
| BROTHERS SUBDIVISION | | | |
| Henning..... | On Depot | | |
| Jamesburg.... | TP 115-35 | | |
| Collison..... | On Depot | | |
| Brothers..... | On Depot | | |

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 | |
| | | | | AM | AM | PM | PM | PM | PM | PM | AM | PM | |
| | | | | 7.55 | 10.00 | 12.30 | 4.15 | 5.10 | 9.15 | 10.15 | | | |
| | | | | Between Chicago and Yard Center, use C&WI current time table and rules. | | | | | | | | | |
| | | | | 8.28 | 10.33 | 1.03 | 4.48 | 5.43 | 9.48 | 10.48 | 11.30 | 10.50 | |
| | | | | s 8.43 | c 10.40 | s 1.11 | c 4.55 | s 5.52 | s 9.59 | 11.00 | 11.43 | 11.05 | |
| | | | | | | | | | | | | | |
| | | | | c 8.48 | | | | | | | | | |
| | | | | c 8.52 | | | | | | | | | |
| | | | | 8.56 | 10.47 | 1.20 | 5.02 | 5.59 | 10.08 | 11.08 | 12.05 | 11.15 | |
| | | | | c 9.02 | | | | | | | | | |
| | | | | c 9.12 | 10.57 | 1.30 | 5.12 | 6.09 | 10.18 | 11.18 | | | |
| | | | | s 9.24 | 11.01 | f 1.35 | 5.16 | s 6.14 | s 10.28 | 11.24 | | | |
| | | | | c 9.34 | | | | | | | 12.25 | 11.36 | |
| | | | | s 9.40 | 11.09 | 1.44 | 5.24 | 6.24 | f 10.38 | 11.35 | 12.37 | 11.50 | |
| | | | | c 9.45 | | | | | | | | | |
| | | | | c 9.50 | | | | | | | | | |
| | | | | c 9.54 | 11.18 | 1.53 | 5.33 | 6.33 | 10.48 | 11.44 | 12.51 | 12.04 | |
| | | | | s 10.06 | 11.23 | f 2.00 | 5.38 | s 6.42 | s 10.58 | 11.50 | 12.58 | 12.11 | |
| | | | | 10.08 | 11.25 | 2.02 | 5.40 | 6.44 | 11.01 | 11.53 | 1.03 | 12.15 | |
| | | | | c 10.12 | | | | | | | | | |
| | | | | 10.15 | 11.30 | 2.06 | 5.43 | 6.48 | 11.04 | 11.57 | 1.10 | 12.20 | |
| | | | | s 10.25 | | f 2.12 | | | f 11.12 | 12.04 | | | |
| | | | | | | | | | | | | | |
| | | | | c 10.34 | 11.41 | 2.17 | | | 11.19 | 12.10 | | | |
| | | | | s 10.46 | 11.45 | f 2.26 | 5.57 | | s 11.25 | 12.17 | | | |
| | | | | 11.00 | 11.52 | 2.36 | 6.03 | | f 11.33 | | | | |
| | | | | f 11.07 | | | | | 11.35 | 12.27 | | | |
| | | | | c 11.12 | 11.58 | 2.43 | 6.09 | | 11.43 | 12.33 | | | |
| | | | | s 11.55 | s 12.20 | s 3.06 | s 6.28 | | s 11.55 | s 1.00 | | | |
| | | | | 11.59 | 12.24 | 3.11 | 6.32 | | | 1.05 | | | |
| | | | | 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 | CHICAGO | 5.20 | 8.15 | 9.05 | 12.25 | 2.10 | 7.50 | | | | |
| | | DOLTON JCT. | Between Yard Center and Chicago use C&WI current time table and rules. | | | | | | | | | |
| | 18 | YARD CENTER .wox | s 4.48 | 7.43 | 8.33 | 11.53 | 1.38 | 7.18 | 5.00 | 6.45 | 10.30 | 1.00 |
| | 20 | THORNTON JCT. .x | 4.44 | 7.38 | 8.29 | 11.50 | 1.34 | 7.14 | 3.25 | 5.40 | 9.36 | 8.43 |
| | 27 | CHICAGO HTS. | 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 |
| | | M. C. TOWERx | | | | | | | | | | |
| | | JAY TOWERx | | | | | | | | | | |
| | s133 | STEGERPX | | | | | | | | | | |
| | 30 | CRETE | | | | | | | | | | |
| | N100 | N. E. | 4.25 | 7.15 | 8.13 | 11.31 | 1.11 | 6.50 | 3.00 | 5.10 | 8.56 | 8.10 |
| | 38 | BEECHER | | | | | | | | | | |
| | N112 | GRANT PARK | 4.12 | 7.03 | 8.02 | 11.20 | 12.57 | 6.35 | | | | |
| | | M. G. TOWERx | | | | | | | 2.30 | 4.50 | 8.36 | 7.45 |
| | N115s80 | MOMENCEPX | 4.06 | s 6.56 | 7.56 | s 11.13 | 12.51 | s 6.27 | | | 8.33 | |
| | 58 | WICHERT | | | | | | | | | | |
| | N86s80 | ST. ANNE | 3.52 | f 6.40 | 7.47 | f 11.03 | 12.41 | 6.18 | 2.15 | 4.35 | 8.15 | 7.27 |
| | 64 | PAPINEAU | | | | | 12.35 | | | | | |
| | 68 | MARTINTON | | | | | | | | | | |
| | N78 | PITWOOD | | | | | | | | | | |
| | 77 | WATSEKAwx | 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 | COALERx | 3.30 | 6.13 | 7.27 | 10.43 | 12.19 | 5.50 | 1.50 | 4.10 | 7.30 | 6.55 |
| | 82 | WOODLAND | | | | | | | | | | |
| | 83 | WOODLAND JCT. | 3.27 | 6.10 | 7.25 | 10.40 | 12.15 | 5.47 | 1.35 | 4.00 | 7.14 | 6.40 |
| | 88 | MILFORDx | 3.22 | s 6.03 | | | | f 12.09 | s 5.40 | 3.50 | 7.05 | |
| | 93 | CISSNA JCT. | | | | | | | | | | |
| | N118 | WELLINGTON | | 5.53 | | | 12.02 | | | | | |
| | 99 | HOOPESTONx | 3.10 | s 5.45 | 7.09 | | c 11.54 | s 5.25 | | 3.30 | 6.50 | |
| | 106 | ROSSVILLE | | f 5.33 | | | 11.47 | f 5.12 | | | | |
| | N90s77 | ROSSVILLE JCT. | 3.01 | 5.31 | 7.02 | | 11.45 | 5.10 | | 3.20 | 6.39 | |
| | 111 | ALVIN | | | | | 11.40 | | | | | |
| | 114 | BISMARCK | | | | | | | | | | |
| | 123 | DANVILLEwox | s 2.43 | s 5.15 | s 6.45 | | s 11.25 | s 4.55 | | | | |
| | | WALZx | 2.18 | | 6.36 | | 10.57 | 4.34 | | 2.40 | 6.05 | |
| | 126 | BREWERwx | 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 |
|-----------------------------|----|----|----|----|----|----|----|----|----|----|

CONDITIONAL STOPS

- No. 8—Chicago Heights discharge revenue passengers from Nashville, Tenn., and points south.
- No. 4—Hoopeston receive revenue passengers for Chicago.
Watseska—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 |
| Two Tracks | | | | 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 | 3.3 | DICKASON..... | | | | | | | | |
| | DN 141.1 | 3.5 | CAYUGA..... | 1.20 | 12.39 | s12.25 | f 3.25 | 6.46 | 1.33 | 5.33 | |
| | 143.7 | 2.6 | WALNUT GROVE..... | | | | | | | | |
| | 146.9 | 3.2 | NEWPORT..... | 1.25 | 12.46 | s12.33 | 3.30 | 6.51 | | | |
| | 153.3 | 6.4 | MONTEZUMA..... | | | c12.40 | | | | | |
| | DN 154.6 | 1.3 | HILLSDALE..... | 1.33 | 12.56 | c12.42 | 3.38 | 7.00 | 1.51 | 5.51 | |
| | DN 162.9 | 8.3 | CLINTON..... x | 1.41 | 1.04 | s12.59 | f 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 | 1.15 | 4.03 | 7.22 | 2.21 | 6.25 | 8.20 |
| | 177.5 | 1.0 | TERRE HAUTE..... W | s 2.14 | s 1.30 | s 1.58 | s 4.15 | s 7.28 | | | |
| | 179.9 | 2.7 | BAKER..... | | | | | | | | 8.30 |
| | DN 181.7 | 1.4 | SPRING HILL..... | 2.21 | 1.38 | 2.05 | 4.22 | 7.33 | 2.30 | 6.40 | 9.05 |
| | 189.0 | 7.4 | PIMENTO..... | | | c 2.15 | | | | | |
| | 192.9 | 3.9 | FARMERSBURG..... P | | | s 2.21 | | 7.42 | | | |
| | 198.4 | 5.5 | SHELburn..... | | | s 2.31 | | | | | |
| | DN 203.7 | 5.3 | SULLIVAN..... W | 2.41 | 2.00 | s 2.50 | f 4.48 | 7.52 | 3.00 | 7.15 | 10.00 |
| | 209.3 | 5.6 | PAXTON..... | | | c 2.54 | | | | | |
| | 213.2 | 4.0 | CARLISLE..... P | | | s 3.00 | | | | | |
| | 220.0 | 6.7 | OAKTOWN..... P | 2.59 | 2.17 | s 3.10 | 5.04 | 8.07 | 3.25 | 7.45 | |
| | 224.7 | 4.7 | EMISON..... | | | f 3.17 | | | | | |
| | 229.5 | 4.9 | SMITH..... P | | 2.24 | | | | | | |
| | 234.7 | 5.1 | 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 | 1.7 | ALICE..... PW | | | | | 8.25 | | 8.25 | |
| | 246.3 | 10.0 | DECKER..... P | | | s 4.12 | | | 4.05 | | 11.11 |
| 248.7 | 2.4 | HAZLETON..... | 3.45 | 2.48 | s 4.22 | 5.48 | 8.36 | 4.10 | 8.55 | | |
| 252.3 | 3.9 | MILLER..... P | 3.49 | | | 5.52 | | 4.15 | | | |
| 255.3 | 2.8 | PATOKA..... | | | c 4.35 | | | | | | |
| 257.9 | 2.5 | GIBSON..... P | 4.08 | | | | | | | | |
| DN 259.0 | 1.1 | PRINCETON..... | 4.09 | 3.04 | s 5.00 | s 6.05 | 8.49 | 4.30 | 9.12 | 11.35 | |
| 262.8 | 3.8 | KING..... P | | | 5.05 | | | | | | |
| 265.3 | 2.5 | MT. VERNON JCT..... | | | | | | | | | |
| 266.6 | 1.3 | FORT BRANCH..... P | | | s 5.18 | | | | | | |
| 269.7 | 3.1 | HAUBSTADT..... | 4.29 | 3.19 | f 5.24 | 6.20 | 9.03 | 4.45 | 9.30 | | |
| 276.3 | 6.7 | INGLE..... P | 4.39 | 3.27 | c 5.36 | 6.27 | 9.09 | 4.54 | 9.39 | 12.05 | |
| DN 283.6 | 7.3 | WANSFORD..... WO | | | s 5.50 | | | 7.00 | 11.00 | 2.00 | |
| 284.6 | 0.8 | BELT YARD..... WOX | 4.48 | 3.42 | 5.56 | 6.41 | 9.18 | | | | |
| 285.8 | 1.3 | UNION TRACK JCT..... x | 4.51 | 3.45 | 6.00 | 6.45 | 9.22 | | | | |
| DN 287.2 | 1.4 | EVANSVILLE..... x | 5.05 | 3.55 | 6.15 | 7.00 | 9.35 | | | | |

| | | | | | | | | |
|------------------------|----|----|----|----|----|----|----|--|
| 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, Hilldale, 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

| Siding 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 | Daily |
| STATIONS | | | | AM | AM | PM | AM | | PM | AM | AM | | | | |
| Two Tracks | | 126 | BREWER.....WX | 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..... | | | | | | | | | | | | |
| | | 94 | 137 DICKASON..... | | | | | | | | | | | | |
| | | 141 | CAYUGA..... | 6.17 | f10.41 | f 4.15 | 2.00 | | | 4.23 | 10.30 | 8.45 | | | |
| | | 78 | 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 | | | |
| | | s73n56 | 163 CLINTON..... | 5.53 | f10.14 | s 3.45 ⁵⁸ | 1.25 | | | 3.45 ² | 9.52 | 8.05 | | | |
| | | 105 | 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 ⁵⁵ | | | | |
| | | 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 ¹ | 7.42 ⁷ | | | | |
| | | | 199 SHELburn..... | | 9.23 | | | | | | | | | | |
| | 133 | 204 SULLIVAN.....W | 5.09 | s 9.16 | s 2.50 ¹ | 12.09 | | | 2.00 ⁹ | 7.15 ⁵¹ | | | | | |
| | | 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 ⁹ | | | | | | | | | | |
| | 72 | 235 VINCENNES.....P | s 4.37 | s 8.43 | s 2.16 | s11.36 | | | 1.20 | 6.30 | | | | | |
| | 161 | 236 ALICE.....PW | 4.30 ⁵² | | | | | | | | 4.30 ⁸ | | | | |
| | 105 | 246 DECKER.....P | | | | 11.11 ⁵⁵ | | | | | 4.05 ⁵⁷ | | | | |
| | | 248 HAZLETON..... | 4.19 | 8.21 | 1.53 | 11.07 | | | 12.55 | 6.00 | | | | | |
| | 105 | 252 MILLER.....P | 4.15 ⁵⁷ | | | | | | | 5.52 ³ | 3.49 ⁵ | | | | |
| | | 255 PATOKA..... | | | | | | | | | | | | | |
| | 120 | 258 GIBSON.....P | 4.08 ⁵ | | | | | | | | | | | | |
| | | 259 PRINCETON..... | 4.07 | s 8.10 | s 1.40 | s10.55 | | | 12.30 | 5.20 | | | | | |
| | 60 | 263 KING.....P | | | | | | | | 5.05 ¹ | | | | | |
| | | 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 | | | | |
| | | 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 | | | | | |

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—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 | | | | | | |
| Two Tracks | 77 | 1103 REILLY P | | 10.13 | | | 6.07 | 1.01 ⁶⁵ | | | | | | |
| | 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 | | | | | | | | | | | |
| | | 1145 | VILLA GROVE. wox | | | | | | | | | | | |
| | | | V. E. x | | | | | | | | | | | |
| Two Tracks | | 1149 | WEST RIDGE P | | | | | | | | | | | |
| | 115 | 1153 TUSCOLA P | | s 2.50 ⁶⁵ | s 9.15 | | 4.27 | 10.25 | 3.06 | | | | | |
| | 115 | 1159 BOURBON P | | 2.37 ¹⁶³ | 9.09 | | 4.16 | 10.15 | 2.58 | | | | | |
| | 115 | 1165 ARTHUR P | | s 2.25 ¹³ | s 9.02 | | 4.07 ⁶¹ | 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 | | 3.39 | 9.24 | 1.50 | | | | |
| | | 84 | 1192 WESTERVELT | | | | | 3.31 | 9.15 | | | | | |
| | 60 | 1205 PANA PX | | | | | 3.15 | 8.55 | | | | | | |
| | 1276 | MITCHELL YD. wo | | | | | 1.15 | 7.00 | | | | | | |
| | | | AM | AM | | | PM | PM | PM | | | | | |
| Average Miles Per Hour | | | 24 | 49 | | | 36 | 29 | | | | | | |

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.

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 CB&Q Daily | 163 Daily | 11 Daily | 13 Daily | | | | 12 Daily | 14 Daily | | | 164 Daily | 184 CB&Q Daily | | |
| PM | AM | PM | AM | | | | STATIONS | | | AM | AM | PM | AM | |
| | 3.55 | 8.55 | 3.03 | DN | 185.5 | 7.3 | FINDLAY JCT. x | 1186 | | 8.34 | 1.42 | 1.50 | AM | |
| | 4.10 | 9.02 | 3.12 | ... | 192.8 | 1.1 | FAIR GROUNDS. x | 2193 | 75 | 8.26 | 1.32 | 1.35 | | |
| | 4.30 | s 9.04 | s 3.25 | ... | 193.9 | 6.2 | SHELBYVILLE. x | 2194 | s 8.25 | s 1.30 | | | | |
| | 4.37 | 9.13 | 3.33 | ... | 200.1 | 4.4 | CLARKSBURG. | 2200 | 75 | 8.16 | 1.15 | | | |
| | 4.48 | 9.19 | s 3.40 | DN | 204.5 | 8.4 | MODE. | 2205 | 68 | 8.10 | s 1.05 | 1.13 | | |
| | 5.05 | 9.27 | 3.55 | ... | 212.9 | 6.0 | MOCCASIN. | 2213 | 83 | 8.02 | 12.50 | 1.02 | | |
| | 5.17 | f 9.34 | s 4.09 | D | 218.9 | 5.5 | ALTAMONT. | 2219 | 75 | f 7.53 | s 12.41 | 12.42 | | |
| | 5.30 | 9.40 | 4.16 | DN | 224.4 | 0.2 | S. X. TOWER. x | 2223 | 60 | 7.48 | 12.31 | 12.33 | | |
| | 5.40 | s 9.44 | s 4.25 | ... | 224.6 | 5.1 | ST. ELMO. x | 2224 | s 7.47 | s 12.30 | | | | |
| | 5.50 | 9.51 | c 4.33 | ... | 229.7 | 3.5 | ST. JAMES. | 2230 | 75 | 7.40 | 12.15 | 12.15 | | |
| | 6.00 | | c 4.38 | ... | 233.2 | 2.5 | LOOGOOTEE. | 2233 | | | c 12.07 | | | |
| | 7.35 | 10.06 | s 4.43 | D | 235.7 | 6.7 | ST. PETER. | 2236 | 65 | 7.34 | s 12.02 | 11.45 | | |
| | 7.40 | s 10.06 | s 4.57 | ... | 242.4 | 0.3 | KINMUNDY. | 2242 | s 7.27 | s 11.50 | | | | |
| | 7.55 | 10.07 | 5.03 | DN | 242.7 | 9.4 | K. J. TOWER. | 72 | 7.25 | 11.47 | 11.30 | | | |
| | 8.01 | 10.17 | 5.13 | DN | 252.1 | 1.7 | SALEM YARD. wox | 2252 | 7.15 | 11.34 | 11.10 | 9.20 | | |
| | 8.30 | s 10.23 | 5.30 | ... | 253.8 | 0.3 | SALEM. x | 2254 | s 7.13 | 11.30 | | | | |
| | 8.36 | 10.25 | | DN | 254.1 | 5.9 | S. A. TOWER. x | | 7.08 | | 9.10 | | | |
| | 8.50 | | | ... | 260.0 | 3.3 | CARTTER. | 2260 | 7.03 | | | | | |
| | 9.05 | | | D | 263.3 | 3.9 | KELL. | 2263 | 95 | 6.59 | 8.58 | | | |
| | 9.35 | 10.35 | | ... | 267.2 | 8.5 | TEXICO. | 2267 | 76 | 6.53 | 8.45 | | | |
| | 9.50 | 10.40 | | ... | 275.7 | 0.5 | MT. VERNON. x | 2276 | 71 | s 6.43 | 8.30 | | | |
| | 10.45 | s 10.49 | | DN | 276.2 | 7.5 | V. N. TOWER. | | 6.38 | | | | | |
| | 10.57 | 10.54 | | ... | 283.7 | 3.5 | BONNIE. | 2284 | | | | | | |
| | 11.20 | 11.06 | | D | 287.2 | 4.5 | INA. | 2287 | 96 | 6.25 | 7.55 | | | |
| | 11.35 | | | ... | 291.7 | 6.3 | WHITTINGTON. | 2292 | | | | | | |
| | 11.45 | s 11.24 | | DN | 298.0 | 7.0 | BENTON. | 2298 | 107 | s 6.12 | 7.40 | | | |
| | 12.30 | s 11.36 | | DN | 305.0 | 5.7 | WEST FRANKFORT. | 2305 | s 6.00 | | 7.25 | | | |
| | 12.40 | | | ... | 310.7 | 0.6 | JOHNSTON CITY. | 2311 | s 5.50 | | 6.55 | | | |
| | 12.55 | s 11.47 | | DN | 311.3 | 5.3 | BARLOW. | 2312 | 75 | 5.45 | 6.53 | | | |
| | 1.10 | 11.48 | | ... | 316.6 | 7.4 | MARION. x | 2317 | 75 | s 5.31 | 6.30 | | | |
| | 1.30 | 12.08 | | D | 324.0 | 5.3 | NEILSON. | 2324 | | 5.23 | 6.10 | 9.55 | | |
| | 1.45 | f 12.18 | | D | 329.3 | 4.7 | GOREVILLE. w | 2329 | 75 | f 5.16 | 5.45 | 9.40 | | |
| | 3.00 | 12.29 | | ... | 334.0 | 2.4 | OMAR. | 2333 | 74 | 5.05 | 5.15 | 9.35 | | |
| | | s 12.40 | | ... | 336.4 | 3.3 | BUNCOMBE. | 2336 | | | | | | |
| | | 12.41 | | D | 339.7 | 0.1 | WEST VIENNA. | 2340 | s 4.57 | | | | | |
| | | 12.50 | | ... | 339.8 | 5.5 | W. V. TOWER. | | 4.53 | | 5.03 | 9.10 | | |
| | | | | D | 345.3 | 2.3 | CYPRESS. wx | 2345 | 75 | 4.45 | 4.55 AM | | | |
| | | | | ... | 347.6 | 3.5 | JOPPA JCT. x | 2348 | | | 11.00 PM | | | |
| | | | | ... | 351.1 | 5.4 | PERKS. | 2351 | | | 10.15 | | | |
| | | | | DN | 356.5 | 6.3 | ULLIN. | 2357 | 75 | | 9.45 | | | |
| | | | | D | 362.8 | 6.5 | TAMMS. | 2363 | 47 | | 9.35 | | | |
| | | | | D | 369.3 | 8.7 | OLIVE BRANCH. x | 2369 | 33 | | 9.10 | | | |
| | | | | ... | 378.0 | 1.7 | THEBES. x | 2378 | | | 9.00 | | | |
| | | | | ... | 379.7 | 0.4 | GALE JCT. x | | | | | | | |
| | | | | DN | 380.1 | 14.3 | BRIDGE JCT. | | | | | | | |
| | | | | ... | 394.4 | | CHAFFEE. wo | 2394 | | | 8.00 | | | |
| PM | PM | AM | AM | | | | | | | AM | PM | PM | AM | |

CONDITIONAL STOPS.

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.

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 | | | NORTHWARD | |
|-------------|-----------------|--------------------------------|-----------------------|---------------------------|--|-----------------------------|-------------|-----------|--|
| First Class | Station Numbers | | | | Siding Car Capacity | Station Tracks Car Capacity | First Class | Daily | |
| 13 | | | | | | | 14 | | |
| Daily | | STATIONS | | | | | | | |
| 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 | 9.3 | W. R. TOWER.....x | | 54 | | 4.17 | |
| | D | 142.1 | 3.5 | INDIANOLA..... | 3142 | 48 | 10 | | |
| 1.12 | | 145.6 | 0.9 | SIDELL JCT.....x | 3145 | | | 3.58 | |
| | D | 146.5 | 6.1 | SIDELL.....x | 3146 | | 27 | | |
| 1.23 | | 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 | 3.0 | 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 | | | NORTHWARD | |
|------------------|-----------------|----------------------|-----------------------|---------------------------|--|-----------------------------|-------------|------------------|--|
| Second Class | Station Numbers | | | | Station Tracks Car Capacity | Station Tracks Car Capacity | Third Class | Daily Ex. Sunday | |
| 303 | | | | | | | 302 | | |
| Daily Ex. Sunday | | STATIONS | | | | | | | |
| AM | | | | | | | | AM | |
| 7.30 | | 265.4 | | MT.VERNON JCT. x | 266 | | | 11.15 | |
| f 7.50 | D | 271.5 | 6.1 | OWENSVILLE..... | 8272 | 47 | | f11.05 | |
| f 8.05 | D | 277.4 | 5.9 | 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.....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 | | | NORTHWARD | |
|-----------|-----------------|----------------------|-----------------------|---------------------------|--|-----------------------------|---|------------------|--|
| | Station Numbers | | | | Station Tracks Car Capacity | Station Tracks Car Capacity | | Daily Ex. Sunday | |
| | | | | | | | | | |
| | | STATIONS | | | | | | | |
| | | 347.6 | 0.9 | JOPPA JCT.....x | 2348 | | | | |
| | | 348.5 | 0.9 | CHASCO.....x | 9348 | | | | |
| | | 349.4 | 2.1 | RAGO.....x | 9349 | | | | |
| | D | 351.5 | 4.0 | KARNAK..... | 9352 | | 5 | | |
| | | 355.5 | 7.8 | BOAZ..... | 9356 | | 6 | | |
| | D | 363.3 | | 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 | | | NORTHWARD | |
|-----------|-----------------|----------------------|-----------------------|---------------------------|--|-----------------------------|----|-----------|--|
| | Station Numbers | | | | Siding Car Capacity | Station Tracks Car Capacity | | Daily | |
| | | | | | | | | | |
| | | STATIONS | | | | | | | |
| | | 107.1 | 4.7 | ROSSVILLE JCT...x | 107 | | | | |
| | D | 111.8 | 8.0 | HENNING..... | 4112 | | 40 | | |
| | D | 119.8 | 5.6 | COLLISON..... | 4120 | | 26 | | |
| | D | 125.4 | | BROTHERS..... | 4125 | | 32 | | |

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

CISSNA PARK SUBDIVISION

| | | | | | | | | |
|--|---|-------|-----|-------------------|------|--|----|--|
| | | 92.7 | | CISSNA JCT.....x | 93 | | | |
| | | 95.3 | 2.6 | ALONZO.....x | 5095 | | 12 | |
| | D | 98.2 | 2.9 | GOODWINE.....x | 1092 | | 25 | |
| | | 100.1 | 1.9 | CLAYTONVILLE...x | 5100 | | 23 | |
| | | 103.8 | 3.7 | 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 Jct—St. Louis Subdivision, Villa Grove Jct and Danville—Westville Subdivision, Findlay Jct—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:

| | Psg. MPH | Fr. 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., Hoopeston, Danville (2), Walz.

YARD LIMITS

| Stations | From | To |
|-------------------|-----------------|----------|
| Yard Center..... | Dolton Jct..... | TP 20-35 |
| Heights Yard..... | TP 26-31..... | TP 29-8 |
| Momence..... | TP 48-40..... | TP 51-45 |
| Watseska..... | MP 76..... | TP 80-24 |
| Milford..... | MP 87..... | TP 89-1 |
| Hoopeston..... | MP 98..... | MP 100 |
| Danville..... | MP 122..... | MP 128 |

SPEED RESTRICTIONS

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

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

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 Ordinance 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 |
| Hazleton—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... Belt Ry..... | 20 |
| 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... 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. | 15 |

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 | Purell..... | 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 Ordinance 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 Jet.

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 cleararce 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 Jet.—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 Jet.—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 Jet., 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 | Chippis..... | 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—Goodwine.

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

Walz.....Evansville Subdivision freight trains register by slip. Other trains will not register.

Haley.....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) |
| Tammms..... | 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} | DO 3-3309 |
| E. L. Arensdorf, Asst. Chief Surgeon..... | Chicago..... | {WE 6-5578} | RA 3-1217 |
| Myron J. Tremaine..... | Chicago..... | {WE 6-5577} | |
| 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 |
| O. L. Denyes..... | Momence..... | 434 | |
| Donald A. Meier..... | St. Anne..... | 130 | 116 |
| J. M. Roberts..... | Watseka..... | 960 | 142 |
| E. Forest Herdian..... | Watseka..... | Main 2 | Main 2 |
| A. L. Green..... | Millford..... | 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 |
| S. G. Baldwin, Occulist..... | Danville..... | 703 | |
| 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, Occulist..... | Terre Haute..... | Crawford 4003 | C-1656-C-8624 |
| Robert O. Bethea, Jr..... | Farmersburg..... | 201 X | 202 X |
| 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 |
| R. G. Geick..... | Ft. Branch..... | 16 | 16 |
| 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, Occulist..... | 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 |
| W. R. Greenwood..... | Livingston..... | 600 | |
| 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..... | 104 | 780 |
| 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 |

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