

**T
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J. A. DUVALL, Superintendent Terminals
J. T. WARREN, Assistant Superintendent
W. R. HILL, Train Master
R. H. SPICER, Train Master
J. E. JETT, Train Master
C. C. JOHNSON, 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. E. DOWDY, Chief Train Rule Examiner
R. E. DOWDY, Asst. Train Rule Examiner

SAFETY
IS EVERYBODY'S BUSINESS



Chicago & Eastern Illinois Railroad

TIME TABLE No.

51

Effective

Thursday, December 16, 1954

12:01 A. M.

Central Standard Time

For Government of Operating Department Employees Only.

A. W. SCHROEDER
Vice President and General Manager

H. S. VIERLING
Superintendent of Transportation

C. G. RODGERS
Division Superintendent

LOCATION OF TELEPHONES OTHER THAN WHERE AT BOTH ENDS OF SIDING

DANVILLE SUBDIVISION

Yard Center... Fredericka St.
So. End North Yd.

Thornton... On Depot
South End

Heights Yard... MC Connection
South End Yds.
Crossover

Steger... TP 28-33

Crete... On Pole
South of Depot

NE... TP 32-22
South End Siding

Goodenow... Crossover

Beecher... Crossover
Freight Room

Sollitt... TP 40-49

Grant Park... North End Siding
In Depot
TP 45-0

Momence... North End Siding
So. End West Yd

Wichert... On Pole
South of Depot

St. Anne... North End South-
ward Siding

Papineau... In Depot

Martinton... On Depot

Pittwood... Crossover

Watsaka... No. End Old Siding

Coaler... TP 79-24

Milford... So. Side of Depot

Cisna Jct... Crossover

Wellington... On Depot

Hoopeston... North Crossover
South Crossover

Rossville... Eng. Track West
Side

Rossville Jct... North and South
Leg Wye

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
TP 126-3

Brewer... South End South-
ward Yards
South Crossover

EVANSVILLE SUBDIVISION

Gessie... Crossover

Perrysville... Crossover

Dickason... North End of
Siding

Dickason Pit... Crossover

Walnut Grove... South end of Siding

Newport... On Depot

WRO Jct... North end Wye
South End Wye

Montezuma... So. End of Depot
TP 153-33

Hillsdale... TP 157-20

Standard Pit... Switch

Clinton... North Crossover
South side of Yard
Office
End Two Tracks
TP 162-42
TP 163-11
TP 165-5

Otter Creek Jct... TP 171-15

Dewey... Penna Connection
TP 175-34

Haley... TP 176-5

Terre Haute... So. End Union
Office
TP 178-23
College Ave.
TP 179-15
TP 179-21
TP 179-25
TP 179-33
TP 179-36

Baker... TP 180-16
TP 180-20

Spring Hill... North End Siding
TP 184-14

Young... North End of Wye
South End of Wye

Pimento... TP 189-19
TP 196-32

Shelburn... TP 198-11
TP 198-31
TP 200-5

Sullivan... North End Siding
Coal Chute
TP 203-34
IC Crossing
TP 205-16
TP 207-28

Paxton... TP 209-8
TP 209-34

Carlisle... North and South
End House
Track
TP 214-29

Oaktown... TP 219-40
TP 221-26

Emison... TP 224-04
TP 224-34
TP 226-32
TP 227-38

Maria Creek... TP 231-3
TP 232-16
TP 233-27

Vincennes... TP 234-27
South End Platform
Penna Crossing
Vincennes Frt.

Alice... TP 235-37
North End Ladder
Siding Crossover
TP 238-37

Purcell... TP 240-32
TP 241-01
TP 242-40

Decker... TP 246-16
TP 247-21

Hazleton... TP 248-24
Station Platform
South End Old
Siding
TP 249-19

Miller... TP 254-8

Patoka... TP 254-39
TP 255-5
TP 256-5

Gibson... TP 257-32

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

Ft. Branch... TP 266-21
Emge Switch

Haubstadt... TP 269-24
TP 269-40

Stacer... TP 273-34

Ingle... TP 277-39
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 285-38
TP 286-1

BRAZIL SUBDIVISION

Otter Creek Jct... Switch

Burnett... Tower

Dixie Line Mine... Switch

ST. LOUIS SUBDIVISION

Woodland Jct... Wye Switch
TP 84-11

Dailey... North End

Glover... South End Siding

Tipton... TP 129-3

Villa Grove... TP 144-25
TP 144-31
TP 144-37
TP 145-37
TP 146-06
TP 146-12

Tuscola... TP 152-29
TP 153-1

Chippa... 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... West End of Wye
At each
home signal

Westervelt... On Depot
South End Siding

Henton... TP 194-10

Dollville... TP 199-13

Pana... TP 203-35

SALEM SUBDIVISION

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

Whittington... TP 291-28

Benton... North End Siding

West Frankfort... Coal Chute

Orient Mine... Switch

Jenkins... Switch

Barlow Siding... 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 Phone
Booth

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... Switch

WR Tower... North End Storage

Indianola... South End Siding

Sidell Jct... North Wye Switch
South Wye Switch

Allerton... North End House
Track

Broadlands... Elevator Track
Switch

Longview... South End House
Track

Fairland... North End House
Track

Villa Grove Jct... TP 164-21

Jamaica... On Depot

JOPPA SUBDIVISION

Chasco... TP 348-17

Karnak... At Interchange
Track Switch

Joppa... TP 361-20
TP 362-00
In Waiting Room

SURGEONS

NAME	LOCATION	ADDRESS	OFFICE PHONE	RESIDENCE PHONE
Ray S. Westline, Chief Surgeon	Chicago	334 W. 63rd St.	WE 6-5577	DO 3-3309
Vytautas Tauras, Asst. Surgeon	Chicago	334 W. 63rd St.	WE 6-5577	Prospect 8-1223
Kenneth L. Matson	Chicago	28 E. Jackson Blvd.	HA 7-1774	Waterfall 8-2383
G. Henry Mundt, Oculist	Chicago	6306 S. Halsted St.	WE 6-6223	Plaza 2-1800
John A. Kollar	Dolton	13750 Leyden Ave. Z-27	IN 8-9718	CE 3-0037
Francis J. Armbruster	Chicago Heights	1529 Chicago Road	Skyline 4-2833	Skyline 4-2831
H. S. Hiatt	Beecher	Reed Street	2211	4101
O. L. Denyes	Momence	208 E. Washington	434	434
Donald A. Meier	St. Anne	133 W. Station St.	120	150
Joseph M. Roberts	Watseka	845 S. 4th St.	960	142
E. Forrest Herdien	Watseka	4th and Cherry St.	Main 2	Main 2
A. L. Green	Milford		7	7
Ralph G. Kline	Hoopston	313 E. Penn.	236	155
R. P. Donovan	Hoopston	646 E. Honeywell	800	800
John C. Mason	Rossville	107 N. Chicago	79	69
Melvin L. Hole	Danville	6 N. Vermillion St., 403 Daniel Bldg.	399	1470
James E. McKibben	Danville	106 N. Vermillion St.	3617	1438
John S. Curtis	Danville	30 N. Gilbert St.	221	3926
A. E. Dale	Danville	103 W. Harrison St.	630	3397
S. Glidden Baldwin, Oculist	Danville	139 N. Vermillion St.	703	Catlin 4231
W. A. Johnson	Perrysville		33	9
Ralph E. Brown	Cayuga	302 W. Curtis St.	108	108
Paul B. Casebeer	Clinton	Raynes Bldg.	123	124
J. Frank Maurer	Brazil	1½ W. National Ave.	2448	7181
M. C. Topping	Terre Haute	503 Tribune Bldg.	C-9608	C-8483
Robert N. Kabel	Terre Haute	503 Tribune Bldg.	C-9608	C-6135
W. E. Stewart, Oculist	Terre Haute	402 Tribune Bldg.	C-4003	C-1656
Robert O. Bethea, Jr.	Farmersburg	Main Street	Give name to Operator	Ask Opr. to ring Res.
I. H. Scott	Sullivan, Ind.	117 W. Washington	649	648
J. Stanley Brown	Carlisle		Main 4	Main 100
Elsworth W. Beckes	Vincennes	220 N. Fifth St.	2054	1210 and Bruceville 11-S-12
John K. Folck	Princeton	115 N. Prince St.	33	33 and 1349
S. W. Boren	Poseyville		24-1	24-3
Frank W. Oliphant	Mt. Vernon, Ind.	701 Mulberry St.	180	180
Joe H. McCool	Evansville	314 S. E. Riverside Dr.	5-2646	99-8-3786
Charles F. Willis	Evansville	1100 S. Bedford Ave.	5-0193	6-2867
Charles F. Leich (Oculist)	Evansville	124 S. E. First St.	3-6434	2-8403
J. M. James	Henning		1	7
H. J. Kolb	Glover	St. Joseph	3891	3831
James H. Taylor	Villa Grove	102 N. Main St.	7241	2981
Walter C. Blaine	Tuscola	115 E. Sale St.	75	75
C. O. Norris	Arthur		14	14½
W. B. Kilton	Sullivan, Ill.	17 W. Harrison	6112	6113
O. G. Kauder	Findlay		154	149
Louis H. Miller	Pana	40 S. Locust St.	3580	2750
Jack Johnston	Nokomis	205 W. State St.	78-K	78-W
W. R. Greenwood	Livingston		S-600	S-600
E. H. Theis	Granite City	1365A Niedringhaus St.	Triangle 6-2072	Triangle 6-4121
J. M. Koch	Granite City	1821 Edison	Triangle 6-1023	Triangle 6-10463
Earl R. Rice	St. Louis	611 Olive St.	Chestnut 4847	Parkview 6356
Charles H. Hulick	Shelbyville	132 N. Broadway	302	348
Duncan Biddlecombe	Shelbyville	206½ E. Main St.	104	780
A. R. Whitefort	St. Elmo	405A N. Main St.	89	40
H. L. Logan	Salem	202A W. Main St.	44	128
Thomas D. Laney	Salem	101A E. Main St.	260	127
Harry G. Thompson	Mt. Vernon, Ill.	112 N. 11th St.	3100	31
Clarence O. Hamilton	Mt. Vernon, Ill.	1002 Main St.	650	4424
Walter H. Alvis	Benton	Capitol Bldg.	191	432
C. H. Williams	West Frankfort	107 Van Buren	618	415
C. H. Edlridge	West Frankfort	214 E. Oak	247	247
J. W. Clayton	Johnson City	500 S. Adams	4611	4612
Alonzo N. Baker	Marion	200 W. Main St.	784	49
Harvey A. Felts	Marion	800½ Public Square	595	612
William Thomson	Cypress		28-R-2	28-R-3
James K. Rosson	Tamms		2171	2201
G. F. Cummins	Joppa	5th and Market Sts., Metropolis	404-W-1	404-W-2
George A. Sample	Chaffee	National Bank Bldg.	3031	2591
Edward E. Miller	Cairo	424 Eighth St.	393 or 394	369

DANVILLE SUBDIVISION—Southward

Train Order Stations	Distance from Chicago	Distance between Stations	TIME TABLE No. 51 Dec. 16, 1954	FIRST CLASS															
				9	1	7	17	11	5	3									
				Daily	Daily	Daily	Daily	Daily	Daily	Daily									
			STATIONS																
DN			CHICAGO.....	AM 9.10	AM 9.45	PM 4.00	PM 4.30	PM 5.00	PM 10.30	PM 11.59									
	16.9	16.9	DOLTON JCT.....	Between Chicago and Yard Center, use C&W time table and rules.															
DN	18.0	1.1	YARD CENTER WOX	9.43	10.18	4.33	5.03	5.33	11.03	12.32									
DN	20.1	2.1	THORNTON JCT.. x																
	26.6	6.5	CHICAGO HTS....	c 9.51	s 10.30	c 4.41	s 5.11	s 5.42	c 11.12	s 12.44									
DN	26.8	0.2	M. C. TOWER.... x																
	27.0	0.2	JAY TOWER.... x																
	28.8	1.8	STEGE.... PX																
	30.4	1.6	CRETE.....																
	32.5	2.1	N. E.....	9.59	10.38	4.46	5.16	5.51	11.19	12.52									
	37.6	5.1	BEECHER.....																
	44.7	7.1	GRANT PARK....	10.07	10.46	4.56	5.26	6.01	11.29	1.02									
DN	49.7	5.0	M. G. TOWER.... x																
	49.9	0.2	MOMENCE.... PX	10.11	s 10.58	5.01	5.31	s 6.07	11.34	1.07									
	57.9	8.0	WICHERT.....																
DN	60.1	2.2	ST. ANNE.....	10.19	s 11.13	5.09	5.39	6.17	11.43	1.15									
	64.2	4.1	PAPINEAU.....																
	67.7	3.5	MARTINTON....																
	71.5	3.8	PITWOOD.....	10.27	11.23	5.18	5.48	6.25	11.53	1.24									
DN	77.5	6.0	WATSEKA.... WX	10.32	s 11.35	5.23	5.53	s 6.35	11.58	f 1.32									
	79.6	2.1	COALER..... x																
	81.8	2.2	WOODLAND....																
DN	82.6	0.8	WOODLAND JCT..	10.36	11.43	5.28	5.59	6.40	12.04	1.37									
D	88.1	5.5	MILFORD..... x		s 11.52														
	92.7	4.6	CISSNA JCT.....																
D	94.2	1.5	WELLINGTON....	10.46	11.59														
DN	99.2	5.0	HOOPESTON.... x	10.50	s 12.09	5.42	6.13		12.19	s 1.57									
	105.2	6.0	ROSSVILLE....		s 12.19														
	107.1	1.9	ROSSVILLE JCT..	10.56	12.22	5.48	6.19		12.27	2.06									
	111.2	4.1	ALVIN.....																
D	114.3	3.1	BISMARCK....	11.02	12.29	5.54	6.25		12.35	2.12									
DN	123.2	8.9	DANVILLE.... WOX	s 11.25	s 1.05	s 6.13	s 6.45		s 12.55	s 2.44									
DN	125.8	2.6	WALZ..... x	11.29	1.09	6.17	6.49		12.59	2.48									
	126.5	0.7	BREWER..... WX	11.30	1.10	6.18	6.50		1.00	2.49									
				AM	PM	PM	PM	PM	AM	AM									
Average Miles Per Hour.....				54	37	55	54	51	50	45									

CONDITIONAL STOPS

- No. 5—Chicago Heights—to receive revenue passengers for Evansville and beyond.
- No. 7—Chicago Heights—to receive revenue passengers for Tullahoma, Tenn. and points south when advance reservations have been secured.
- No. 9—Chicago Heights—to receive revenue passengers for Nashville, Tenn. and points south when advance reservations have been secured.

DISPATCHING U. S. MAIL

- No. 1—Beecher and Grant Park—reduce speed to forty (40) MPH.

SOUTHBOUND
From Chicago

1954
Dec. 16 19 22 25 28 31

1955

Jan. 3 6 9 12 15 18 21 24 27 30

Feb. 2 5 8 11 14 17 20 23 26

Mar. 1 4 7 10 13 16 19 22 25 28 30

Apr. 3 6 9 12 15 18 21 24 27 30

DANVILLE SUBDIVISION—Southward

Siding Car Capacity	Station Numbers	TIME TABLE No. 51 Dec. 16, 1954 STATIONS	SECOND CLASS				THIRD CLASS							
			51	61	57	65	63							
			Daily	Daily	Daily	Daily	Daily							
	1	CHICAGO.....	AM	AM	PM	PM								
		DOLTON JCT.....												
		Between Chicago and Yard Center use C&WI time table and rules.												
	18	YARD CENTER.WOX	7.00	11.30	8.00	9.00			6.30					
	20	THORNTON JCT..X	7.05	11.33	8.05	9.05			6.35					
	27	CHICAGO HTS....	7.15	11.43	8.15	9.15			6.50					
		M. C. TOWER....X												
		JAY TOWER.....X												
#133	29	STEGER.....PX												
	30	CRETE.....												
#100		N. E.....	7.35	12.05	8.35	9.25			7.10					
	38	BEECHER.....												
#112	45	GRANT PARK.....												
		M. G. TOWER....X	7.55	12.25	8.55	9.46			7.31					
#115#80	50	MOMENCE.....PX												
	58	WICHERT.....												
#86#80	60	ST. ANNE.....	8.09	12.37	9.07	10.03			7.48					
	64	PAPINEAU.....												
	68	MARTINTON.....												
#78	72	PITWOOD.....	8.25	12.51	9.20	10.17			8.02					
	77	WATSEKA.....WX	8.32	12.58	9.26	10.27			8.12					
#87#95	80	COALER.....X												
	82	WOODLAND.....												
	83	WOODLAND JCT..	8.40	1.10	9.44	10.35			8.25					
	88	MILFORD.....X	8.48											
	93	CISSNA JCT.....												
#118	94	WELLINGTON.....												
	99	HOOPESTON....X	9.02		10.09									
	105	ROSSVILLE.....												
#90#77	107	ROSSVILLE JCT..	9.14		10.27									
	111	ALVIN.....												
	114	BISMARCK.....	9.25		10.38									
	123	DANVILLE....WOX	9.35		10.50									
		WALZ.....X	9.40		10.55									
	126	BREWER.....WX	10.00		11.00									
			AM	PM	PM	PM			PM					
Average Miles Per Hour.....			36	39	36	43								

Two Tracks

Automatic Block System

DANVILLE SUBDIVISION—Northward

Train Order Stations	Distance from Chicago	Distance between Stations	TIME TABLE No. 51 Dec. 16, 1954 STATIONS	FIRST CLASS							SECOND CLASS			
				6	8	18	12	4	10	2	64	56	62	58
				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
D N			CHICAGO.....	AM 3.30	AM 8.25	AM 9.20	PM 12.45	PM 5.25	PM 6.15	PM 10.10				
.....	16.9	16.9	DOLTON JCT.....	Between Yard Center and Chicago use C&WI time table & rules.										
D N	18.0	1.1	YARD CENTER.WOX	s 2.58	7.53	8.47	12.13	4.53	5.43	9.38	7.00	6.45	1.00	10.30
D N	20.1	2.1	THORNTON JCT..X	2.53	7.49	8.43	12.10	4.50	5.40	9.35	3.30	4.35	8.52	9.16
.....	26.6	6.5	CHICAGO HTS....	s 2.45	c 7.43	s 8.37	s 11.58	s 4.43	c 5.33	s 9.25	3.20	4.25	8.42	9.06
D N	26.8	0.2	M. C. TOWER....X	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	27.0	0.2	JAY TOWER....X	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	28.8	1.8	STEGER.....PX	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	30.4	1.6	CRETE.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	32.5	2.1	N. E.....	2.28	7.33	8.25	11.51	4.33	5.22	9.12	3.00	4.05	8.23	8.36
.....	37.6	5.1	BEECHER.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	44.7	7.1	GRANT PARK....	2.16	7.22	8.14	11.41	4.23	5.11	9.01	.....	.....	.....	.....
D N	49.7	5.0	M. G. TOWER....X	.....	.....	.....	.....	.....	.....	.....	2.30	3.40	7.55	8.12
.....	49.9	0.2	MOMENCE.....PX	2.10	7.16	8.08	s 11.35	s 4.18	5.06	8.57	.....	.....	.....	.....
.....	57.9	8.0	WICHERT.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
D N	60.1	2.2	ST. ANNE.....	1.56	7.07	7.59	11.24	4.07	4.57	8.47	2.15	3.20	7.31	7.55
.....	64.2	4.1	PAPINEAU.....	.....	.....	.....	11.20	4.03	4.54	.....	.....	.....	.....	.....
.....	67.7	3.5	MARTINTON.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	71.5	3.8	PITWOOD.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
D N	77.5	6.0	WATSEKA.....WX	1.31	6.51	c 7.43	s 11.07	s 3.52	4.41	c 8.30	1.55	3.00	7.05	7.25
.....	79.6	2.1	COALER.....X	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	81.8	2.2	WOODLAND.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
D N	82.6	0.8	WOODLAND JCT..	1.35	6.45	7.37	11.00	3.45	4.35	8.24	1.40	2.45	6.38	6.57
D	88.1	5.5	MILFORD.....X	1.30	.....	.....	.....	s 3.38	4.30	8.19	.....	2.35	.....	6.50
.....	92.7	4.6	CISSNA JCT.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
D	94.2	1.5	WELLINGTON.....	.....	.....	.....	.....	3.31	4.23	.....	.....	.....	.....	.....
D N	99.2	5.0	HOOPESTON.....X	1.18	6.29	c 7.20	.....	s 3.24	4.19	s 8.08	.....	1.50	.....	6.35
.....	105.2	6.0	ROSSVILLE.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	107.1	1.9	ROSSVILLE JCT..	1.07	6.22	7.12	.....	3.15	4.12	7.57	.....	1.35	.....	6.20
.....	111.2	4.1	ALVIN.....	.....	.....	.....	.....	3.10	4.08	.....	.....	.....	.....	.....
D	114.3	3.1	BISMARCK.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
D N	123.2	8.9	DANVILLE.....WOX	s 12.50	s 6.05	s 6.55	.....	s 2.55	s 3.55	s 7.40	.....	.....	.....	.....
D N	125.8	2.6	WALZ.....X	12.22	5.56	6.46	.....	2.37	3.46	7.26	.....	1.05	.....	5.48
.....	126.5	0.7	BREWER.....WX	12.21	5.55	6.45	.....	2.36	3.45	7.25	.....	1.00	.....	5.45
				AM	AM	AM	AM	PM	PM	PM	AM	AM	PM	PM
Average Miles Per Hour.....				42	51	51	47	41	50	46	19	19	23	24

CONDITIONAL STOPS

- No. 2—Watseka—Sundays and Holidays—to receive revenue passengers for Chicago.
- No. 8—Chicago Heights—to discharge revenue passengers from Nashville, Tenn., and points south.
- No. 10—Chicago Heights—to discharge revenue passengers from Nashville, Tenn., and points south.
- No. 18—Hoopeston and Watseka—to receive revenue passengers for Chicago.

DISPATCHING U. S. MAIL

- No. 6—Rossville—daily except Sunday and Monday and Watseka—daily.
Reduce speed to forty (40) MPH.

NORTHBOUND
From Evansville
1954
Dec. 18 21 24 27 30

1955
Jan. 2 5 8 11 14 17 20 23 26 29
Feb. 1 4 7 10 13 16 19 22 25 28
Mar. 2 5 8 11 14 17 20 23 26 29
Apr. 2 5 8 11 14 17 20 23 26 29

EVANSVILLE SUBDIVISION—Southward

Train Order Stations	Distance from Chicago	Distance between Stations	TIME TABLE No. 51 Dec. 16, 1954	STATIONS	FIRST CLASS						SECOND CLASS			
					5	3	9	1	7	17	51	57		
					Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
Two Tracks		128.5	4.5	BREWER.....wx	Automatic Block System	AM	AM	AM	PM	PM	PM	AM	PM	
		131.0	3.3	GESSIE		1.00	2.49	11.30	1.10	6.18	6.50	10.30	11.15	
		134.2	3.3	PERRYSVILLE					c 1.15					
		137.6	3.3	DICKASON					c 1.21					
	DN	141.1	3.5	CAYUGA		1.14	3.03	11.43	s 1.30	6.31	7.04	10.48	11.33	
		143.7	2.6	WALNUT GROVE										
		146.9	3.2	NEWPORT		1.19	3.08	11.50	s 1.38	6.36	7.09			
		153.3	6.4	MONTEZUMA					c 1.46					
	DN	154.6	1.3	HILLSDALE		1.28	3.17	11.57	c 1.49	6.45	7.18	11.06	11.51	
		162.9	8.3	CLINTON		1.35	s 3.29	12.04	s 2.01	6.52	7.25	11.19	12.03	
		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		1.50	3.44	12.19	2.17	7.07	7.40	11.40	12.21	
		177.5	1.0	TERRE HAUTE.....w		s 2.00	s 4.05	s 12.27	s 2.37	s 7.13	s 7.46			
		179.9	2.7	BAKER										
	DN	181.7	1.4	SPRING HILL		2.06	4.10	12.33	2.43	7.18	7.51	11.50	12.29	
		189.0	7.4	PIMENTO										
		192.9	3.9	FARMERSBURG.....P					s 2.55	7.28				
		198.4	5.5	SHELBURN					s 3.02					
DN	203.7	5.3	SULLIVAN.....w	2.25	f 4.35	12.50	s 3.13	7.37	8.10	12.21	1.05			
	209.3	5.6	PAXTON				c 3.21							
	213.2	4.0	CARLISLE.....P				s 3.28							
	220.0	6.7	OAKTOWN.....P	2.41	4.50	1.02	s 3.36	7.48	8.26	12.36	1.23			
	224.7	4.7	EMISON				c 3.41							
	229.5	4.9	SMITH.....P											
	234.7	5.1	VINCENNES.....P	s 2.58	s 5.14	c 1.20	s 4.13	c 8.08	s 8.43	1.00	1.45			
	236.4	1.7	ALICE.....PW											
	246.3	10.0	DECKER.....P				c 4.25							
	248.7	2.4	HAZLETON	3.12	5.28	1.36	c 4.30	8.21	8.57	1.30	2.07			
	252.3	3.9	MILLER.....P											
	255.3	2.8	PATOKA				c 4.38							
	257.9	2.5	GIBSON.....P											
DN	259.0	1.1	PRINCETON	3.29	s 5.40	1.46	s 5.00	8.38	c 9.17	1.55	2.27			
	262.8	3.8	KING.....P											
	265.3	2.5	MT. VERNON JCT.											
	266.6	1.3	FORT BRANCH.....P				s 5.11							
	269.7	3.1	HAUBSTADT											
	276.3	6.7	INGLE.....P	3.43	5.56	1.56	c 5.15	8.49	9.30	2.20	2.45			
	276.3	7.3	INGLE.....P	3.49	6.04	2.02	c 5.24	8.56	9.37	2.35	2.55			
DN	283.6	7.3	WANSFORD.....wo				s 5.34			5.00	5.00			
	284.6	0.8	BELT YARD.....wox	3.58	6.14	2.12	5.37	9.03	9.44					
	285.8	1.3	UNION TRACK JCT......x	4.01	6.17	2.15	5.40	9.07	9.47					
DN	287.2	1.4	EVANSVILLEx	4.15	6.40	2.35	6.00	9.20	10.00					

Average Miles Per Hour.....	50	42	51	34	53	51	24	27
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CONDITIONAL STOPS

- No. 1—Gessie, Perrysville, Montezuma, Hillsdale, Paxton, Emison, Decker, Hazleton, Patoka, Haubstadt and Ingle—to receive and discharge passengers, mail and express.
- No. 7—Vincennes—to receive revenue passengers for Tullahoma, Tenn., and point south when advance reservations have been secured.
- No. 9—Vincennes—to discharge revenue passengers from Chicago and to receive revenue passengers for Nashville, Tenn., and points south.
- No. 17—Princeton—to discharge revenue passengers from Terre Haute and points north.

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.

No. 3—Reduce speed to twenty (20) MPH at Wansford—to discharge Co. mail.

EVANSVILLE SUBDIVISION—Northward

Siding Car Capacity	Station Numbers	TIME TABLE No. 51 Dec. 16, 1954 STATIONS	FIRST CLASS						SECOND CLASS		
			8	18	4	10	2	6	58	56	
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
			AM	AM	PM	PM	PM	AM	PM	AM	
	126	BREWER.....WX	5.55	6.45	2.36	3.46	7.25	12.21	4.45	12.05	
	131	GESSIE.....	5.49	6.39	2.31	3.40	7.20	12.17	4.05	10.20	
	134	PERRYSVILLE.....									
94	137	DICKASON.....									
	141	CAYUGA.....	5.37	6.27	f 2.21	3.28	7.10	12.07	3.45	9.50	
78	144	WALNUT GROVE.....									
	147	NEWPORT.....	5.31	6.21	2.14	3.22	7.04	11.59	3.35	9.30	
	153	MONTEZUMA.....									
	155	HILLSDALE.....	5.22	6.12	2.04	3.13	6.55	11.51	3.25	9.20	
s73n56	163	CLINTON.....	5.13	6.03	f 1.54	3.04	s 6.45	11.42	2.55	9.05	10
105	167	ATHERTON.....P									
	172	OTTER CREEK JCT.....									
113	174	DEWEY.....P									
65	176	HALEY.....	4.58	5.48	1.38	2.49	6.27	11.27	2.28	8.40	
	178	TERRE HAUTE.....W	s 4.56	s 5.46	s 1.36	s 2.47	s 6.25	s 11.25			
109	180	BAKER.....									
85	182	SPRING HILL.....	4.48	5.38	1.21	2.39	6.03	10.54	1.55	7.51	
	189	PIMENTO.....									
105	193	FARMERSBURG.....P									
	199	SHELburn.....									
133	204	SULLIVAN.....W	c 4.29	5.19	s 1.01	2.21	s 5.44	10.33	1.30	7.11	
	209	PAXTON.....									
105	213	CARLISLE.....P									
105	220	OAKTOWN.....P	4.13	5.03	12.46	2.05	5.26	10.15	1.03	6.52	
	225	EMISON.....									
105	229	SMITH.....P									
72	235	VINCENNES.....P	c 3.57	s 4.47	s 12.28	c 1.50	s 5.08	s 9.56	12.38	6.15	
161	236	ALICE.....PW									
105	246	DECKER.....P									
	248	HAZLETON.....	3.36	4.23	12.06	1.27	4.47	9.27	12.20	5.25	
105	252	MILLER.....P									
	255	PATOKA.....									
120	258	GIBSON.....P									
	259	PRINCETON.....	3.27	c 4.15	s 11.55	1.17	s 4.35	s 9.15	12.05	5.10	
70	263	KING.....P									
	266	MT. VERNON JCT.....									
64	267	FORT BRANCH.....			s 11.43		4.25				
	270	HAUBSTADT.....	3.17	4.07	11.40	1.07	4.23	9.03	11.45	4.52	
105	276	INGLE.....P	3.11	4.01	11.32	1.01	4.17	8.56	11.37	4.42	
	284	WANSFORD.....WO							11.30	4.30	
	285	BELT YARD.....WOX									
	286	UNION TRACK JCT.....X	3.02	3.52	11.22	12.52	4.07	8.47			
	287	EVANSVILLE.....X	2.55	3.45	11.15	12.45	4.00	8.40			
			AM	AM	AM	PM	PM	PM	AM	PM	

Average Miles Per Hour.....

54

54

50

54

50

44

30

21

CONDITIONAL STOPS

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

Sullivan—to receive revenue passengers for Chicago.

No. 10—Vincennes—to discharge revenue passengers from Nashville, Tenn., and points south.

No. 18—Princeton—to receive revenue passengers for Chicago.

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

ST. LOUIS SUBDIVISION—Southward

Train Order and Block Station	Distance from Chicago	Distance between Stations	TIME TABLE No. 51 Dec. 16, 1954 STATIONS	FIRST CLASS				SECOND CLASS				THIRD CLASS	
				13	11			61	65			63	163
				Daily	Daily			Daily	Daily			Daily	Daily
				AM	PM			PM	PM			PM	AM
	DNB 82.6	4.9	WOODLAND JCT....	.....	6.40	.....	.....	1.10	10.35	.....	.....	8.25	.....
	DB 87.5	4.8	BRYCE.....P	.....	.....	.....	.....	1.18	10.50	.....	.....	8.35	.....
	..... 92.3	3.8	GOODWINE.....P	.....	.....	.....	.....	1.37	10.56	.....	.....	8.45	.....
	DB 96.1	7.3	FOUNTAIN CREEK P	.....	.....	.....	.....	1.42	11.02	.....	.....	8.51	.....
	DB 103.4	4.6	REILLY.....P	.....	6.59	.....	.....	1.52	11.12	.....	.....	9.02	.....
	NB 108.0	12.0	ELLIS.....P	.....	7.03	.....	.....	2.00	11.18	.....	.....	9.10	.....
	DB 120.0	5.9	ROYAL.....P	.....	.....	.....	.....	2.15	11.33	.....	.....	9.30	.....
	DNB 125.9	10.6	GLOVER.....	.....	c 7.18	.....	.....	2.22	11.40	.....	.....	9.39	.....
	DB 136.5	3.5	BLOCK.....P	.....	7.28	.....	.....	2.35	11.53	.....	.....	9.54	.....
	DB 140.0	4.8	BONGARD.....P	.....	.....	.....	.....	2.41	11.57	.....	.....	10.05	.....
	..... 144.8	0.8	VILLA GROVE JCT. X	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Two Tracks	DNB 145.1	1.2	VILLA GROVE..WOX	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	..... 146.3	2.6	V. E.....X	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	DB 148.9	4.5	WEST RIDGE.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	DNB 153.4	6.0	TUSCOLA.....P	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	DB 159.4	5.8	BOURBON.....P	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	DNB 164.7	8.7	ARTHUR.....P	.....	c 8.13	.....	.....	4.07 ⁶²	1.26	.....	.....	.....	.....
	DB 168.4	7.7	CADWELL.....P	.....	c 8.18	.....	.....	4.15	1.35	.....	.....	.....	.....
Two Tracks	DNB 176.1	8.1	SULLIVAN.....P	.....	s 8.28	.....	.....	4.24	1.50	.....	.....	.....	.....
	..... 184.2	1.0	HALL.....PX	.....	3.40 ¹⁶³	8.37	.....	4.34	2.15	.....	.....	.....	3.40 ¹³
	DNB 185.2	6.6	FINDLAY.....WX	.....	s 3.44	c 8.38	.....	4.36	2.20	.....	.....	.....	3.54
	..... 191.8	13.3	WESTERVELT.....	.....	.....	.....	.....	4.47	2.35	.....	.....	.....	.....
	..... 205.1		PANA.....PX	.....	.....	.....	.....	5.08	3.00	.....	.....	.....	.....
NYC timetable and rules govern between Pana and Lenox NYC and GM&O joint special instructions govern between Lenox and Granite City. TRRA rules and timetable govern between Granite City and St. Louis.													
	D 275.1	70.0	MITCHELL YD...wo	.....	.....	.....	.....	8.35	7.00	.....	.....	.....	.....
	..... 291.7	16.6	BOWMAN AVE...X	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
				AM	PM			PM	AM			PM	AM
Average Miles Per Hour.....				32	49			28	23				

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

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

CONDITIONAL STOPS

No. 11—Glover, Arthur and Findlay—to discharge revenue passengers from Chicago.

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

ST. LOUIS SUBDIVISION—Northward

Siding Car Capacity	Station Numbers	TIME TABLE No. 51 Dec. 16, 1954 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....		11.00			6.38	1.40				
	83 1088	BRYCE.....P		10.55			6.32	1.30				
	90 1092	GOODWINE.....P		10.51			6.25	1.21				
	88 1096	FOUNTAIN CREEK P		10.47			6.19	1.18				
	77 1103	REILLY.....P		10.42			6.07	1.12				
	89 1108	ELLIS.....P		10.37			6.00	1.07				
	77 1120	ROYAL.....P		10.27			5.43	12.50				
	100 1126	GLOVER.....		10.20			5.35	12.41				
	80 1136	BLOCK.....P		10.10			5.20	12.27				
	80 1140	BONGARD.....P		10.06			5.15	12.20				
Two Tracks		1144 VILLA GROVE JCT..x		2.43								
		1145 VILLA GROVE..wox		2.40	10.00		5.05	12.10		3.30		
		V. E.....x		2.30	9.50		4.45	11.50		3.25		
		1149 WEST RIDGE.....		2.28	9.48		4.40	11.30				
	115 1153	TUSCOLA.....P		2.12	9.39		4.27	11.18		3.06		
	115 1159	BOURBON.....P		2.05	9.33		4.16	11.10		2.58		
	115 1165	ARTHUR.....P		1.57	9.27		4.07	11.02		2.50		
	115 1168	CADWELL.....P		1.51	9.22		4.02	10.57		2.42		
	115 1176	SULLIVAN.....P		1.38	9.12		3.52	10.45		2.30		
	85 1184	HALL.....PX		1.28	9.04		3.43	10.30		2.15		
	1185	FINDLAY.....wx		1.26	9.02		3.40	10.10		1.51		
	84 1192	WESTERVELT.....					3.31					
	60 1205	PANA.....PX					3.15	9.40				
<p>NYC 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.</p>												
	1276	MITCHELL YD...wo					1.15	8.30				
	1292	BOWMAN AVE...x										
			AM	AM			PM	PM		PM		
Average Miles Per Hour.....			32	52			36	38				

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

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

CONDITIONAL STOPS

No. 12—Findlay, Arthur and Glover—to receive revenue passengers for Chicago.

Southward—SALEM SUBDIVISION—Northward

9

SECOND CLASS		FIRST CLASS		Train Order Stations	Distance from Chicago	Distance between Stations	TIME TABLE No. 51 Dec. 16, 1954		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	CB&Q Daily	
PM	AM	PM	AM					AM	AM	PM	AM			
	3.54	c 8.38	s 3.44	DN	185.2	7.6	FINDLAY.....	x	1185	c 9.02	s 1.26	1.51		
	4.10	8.47	s 3.53	...	192.8	1.1	FAIR GROUNDS.....	x	2193	75 8.54	1.12	1.35		
	4.30	s 8.49	s 4.01	...	193.9	6.2	SHELBYVILLE.....	x	2194	s 8.52	s 1.10			
	4.37	8.58	s 4.07	...	200.1	4.4	CLARKSBURG.....		2200	75 8.42	12.55			
	4.48	9.04	s 4.12	DN	204.5	8.4	MODE.....		2205	101 8.37	s12.50	1.13		
	5.05	9.14	4.24	...	212.9	6.0	MOCCASIN.....		2213	83 8.28	12.38	1.02		
	5.17	c 9.22	s 4.35	D	218.9	5.5	ALTAMONT.....		2219	75 c 8.20	s12.24	12.42		
	5.30	9.28	4.41	DN	224.4	0.2	S. X. TOWER.....	x	2223	60 8.14	12.18	12.33		
	5.40	s 9.34	s 4.46	...	224.6	5.1	ST. ELMO.....	x	2224	s 8.13	s12.17			
	5.50	9.39	4.52	...	229.7	3.5	ST. JAMES.....		2230	75 8.07	12.09	12.15		
	5.50		c 4.57	...	233.2	2.5	LOOGOOTEE.....		2233		c12.05			
	6.00	9.45	s 5.02	D	235.7	6.7	ST. PETER.....		2236	65 8.01	s11.57	11.45		
	7.25	c 9.51	s 5.12	...	242.4	0.3	KINMUNDY.....		2242	c 7.54	s11.47			
	7.35	9.52 ¹⁴	5.14	DN	242.7	9.4	K. J. TOWER.....		72	7.53	11.45	11.30		
	7.55	10.02	5.40	DN	252.1	1.7	SALEM YARD.....	wox	2252	7.43	11.35	11.10		
	8.01	s10.08		...	253.8	0.3	SALEM.....	x	2254	s 7.40		9.20		
	8.30	10.09		DN	254.1	9.2	S. A. TOWER.....	x		7.35 ¹⁶³		9.10		
	8.36	10.19		D	263.3	8.9	KELL.....		2263	95 7.25		8.58		
	8.50	10.24		...	267.2	8.5	TEXICO.....		2267	76 7.20		8.45		
	9.05	s10.33		...	275.7	0.5	MT. VERNON.....	x	2276	71 s 7.10		8.30 ¹⁶³		
	9.35	10.38		DN	276.2	11.0	V. N. TOWER.....			7.05				
	9.40	10.50		D	287.2	10.8	INA.....		2287	96 6.53		7.55		
	9.50	c10.58		...	298.0	7.0	BENTON.....		2298	107 c 6.41		7.40		
	10.45	s11.14		DN	305.0	3.8	WEST FRANKFORT.....	wx	2305	s 6.31		7.25		
	10.57	11.18		...	308.8	1.9	JENKINS.....		2309	100 6.27		7.00		
	11.20	c11.20		D	310.7	0.6	JOHNSTON CITY.....		2311	c 6.25		6.55		
	11.35	11.21		...	311.3	5.3	BARLOW.....		2312	75 6.24		6.53		
	11.45	s11.31		N	316.6	7.4	MARION.....	x	2317	75 s 6.12 ¹⁶⁴		6.30 ¹²		
	11.55	11.41		D	324.0	5.3	NEILSON.....		2324	75 6.04		5.55	9.55	
	12.03	11.48		D	329.3	4.7	GOREVILLE.....	w	2329	75 5.57		5.45	9.40	
	12.04	11.55		...	334.0	5.7	OMAR.....		2334	74 5.50		5.15	9.35	
	12.30	c12.03		...	339.7	0.1	WEST VIENNA.....		2340	c 5.42				
		12.04		D	339.8	5.5	W. V. TOWER.....			5.41		5.03	9.10	
		c12.10		DN	345.3	2.3	CYPRESS.....	wx	2345	75 c 5.35		4.55		
		12.20		...	347.6	8.9	JOPPA JCT.....	x	2348	75 5.31				
				D	356.5	6.3	ULLIN.....		2357	75 5.31				
				...	362.8	6.5	TAMMS.....		2363	47 5.31				
				D	369.3	8.7	OLIVE BRANCH.....		2369	33 5.31				
				D	378.0	1.7	THEBES.....	x	2378					
				...	379.7	0.4	GALE JCT.....	x						
				DN	380.1	14.3	BRIDGE JCT.....							
				...	394.4		CHAFFEE.....	wo	2394					
PM	PM	AM	AM							AM	PM	AM	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 Jet. and Illmo; St.L.S.W.Ry. between Illmo and Rockview; and St.L.S.F.Ry. between Rockview and Chaffee.

CONDITIONAL STOPS.

- No. 11—Altamont, Kinmundy, Benton, Johnston City, West Vienna and Cypress—to discharge revenue passengers from Chicago.
- No. 12—Cypress, West Vienna, Johnston City, Benton, Kinmundy and Altamont—to receive revenue passengers for Chicago.
- No. 13—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. 51 Dec. 16, 1954		Station Numbers	Siding Car Capacity	Station Tracks Car Capacity	NORTHWARD	
First Class	13				First Class	14					
Daily		STATIONS							Daily		
AM										AM	
1.15		DNB	123.0	5.8	DANVILLE.....wx	123				4.00	
.....			128.8	3.6	GRAPE CREEK...P	3129	38			.....
s 1.37			132.4	0.4	WESTVILLE.....x	3132		18	s 3.31		
1.38		DNB	132.8	0.4	W. R. TOWER....x			54	3.30		
.....		D	142.1	0.3	INDIANOLA.....	3142	48	10	.....	
1.57			145.6	0.5	SIDELL JCT.....x	3145			3.12		
.....		D	146.5	0.9	SIDELL.....x	3146		27	.....	
2.08			152.6	1.1	ALLERTON.....	3153		36	3.01		
.....		D	155.7	3.0	BROADLANDS.....	3156		40	.....	
.....		D	159.7	4.0	LONGVIEW.....	3160		32	.....	
.....		D	161.9	2.2	FAIRLAND.....	3162		35	.....	
2.26			164.9	3.0	VILLA GROVE JCT. x	1144			2.43		
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. 51 Dec. 16, 1954		Station Numbers	Station Tracks Car Capacity	NORTHWARD	
STATIONS					STATIONS					
.....			265.4	6.1	MT. VERNON JCT. x	266			.....
.....		D	271.5	5.9	OWENSVILLE.....	8272	47		.....
.....		D	277.4	4.4	CYNTHIANA.....	8278	23		.....
.....		D	281.8	4.7	POSEVILLE.....	8282	55		.....
.....			286.5	15.6	WADESVILLE.....	8288	18		.....
.....		D	302.1		MT. VERNON....x	8305			.....

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

JOPPA SUBDIVISION

SOUTHWARD		Train Order Stations	Distance from Chicago	Distance between Stations	TIME TABLE No. 51 Dec. 16, 1954		Station Numbers	Station Tracks Car Capacity	NORTHWARD	
First Class	11				First Class	12				
Daily		STATIONS							Daily	
AM									AM	
12.20			347.6	0.9	JOPPA JCT.....x	2348			5.31	
.....			348.5	3.0	CHASCO.....x	9348			.....
.....		D	351.5	4.0	KARNAK.....x	9352	5		.....
.....			355.5	7.8	BOAZ.....	9356	6		.....
1.00		D	363.3		JOPPA.....x	9363			5.00	
AM									AM	

SOUTHWARD trains are superior to northward trains of the same class.

BROTHERS SUBDIVISION

SOUTHWARD		Train Order Stations	Distance from Chicago	Distance between Stations	TIME TABLE No. 51 Dec. 16, 1954		Station Numbers	Siding Car Capacity	Station Tracks Car Capacity	NORTHWARD	
STATIONS					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	2.6	CISSNA JCT.....x	93			.....
.....			95.3	2.9	ALONZO.....x	5095		12	.....
.....			98.2	1.9	GOODWINE.....x	1092		25	.....
.....			100.1	3.7	CLAYTONVILLE...x	5094		23	.....
.....			103.8		CISSNA PARK...x	5098		40	.....

JUDYVILLE SUBDIVISION

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

BRAZIL SUBDIVISION

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

SPECIAL INSTRUCTIONS

- 1a—Danville instead of Brewer is subdivision initial station for through first class schedules on Danville and Evansville Subdivisions.
- b—When Registering at Initial Stations—Road and yard conductors and engineers will record the number of last bulletin on train register under column headed "Remarks" which is to left of watch comparison.
- 2—Auxiliary lines when recalling flagman: Woodland Jct-St. Louis Subdivision, Villa Grove Jct and Danville-Westville Subdivision, Findlay—Salem Subdivision.
- 3—Footnote of Rule 605 Book of Rules, is not in effect insofar as Rule 99 is concerned.
- 4—Conductor notify postal clerk on train when cars are picked up containing storage or other U.S. mail.
- 5—Passengers must be handled on station platform. If passenger cars do not reach platform, second stop must be made.
- 6—Movements of multiple unit Diesel road engines will be as follows:
- a—Backup Movements—With two A units, crew must use leading cab.
- b—On multiple unit Diesel engines in through passenger service on the main line, the fireman must be in the cab at all times when the train is in motion.
On multiple unit Diesel engines in through freight service, both the fireman and head brakeman must not be absent from the leading cab at the same time when the train is moving on main track between stations. If it is necessary for the fireman to leave the cab he should not do so until the head brakeman has come forward to the leading cab so as to comply with Rule 34.
- c—Diesel engines must not move through water unless authorized by chief dispatcher or officer at point of high water.
- 7—Second paragraph of Rule 727 does not apply to all steel cars.
- 8—Stock Drencher at Sullivan, Ind.
Track Scales at 37th street, Yard Center, Danville, Oaklawn, Brewer, Montezuma, Terre Haute, Alice, Wansford, Belt Yard, Villa Grove, Mitchell Yard, Salem Yard, West Frankfort, Mt. Vernon, Ill., and Joppa.

9—AUTHORIZED SPEED:

Except as otherwise restricted, trains and engines must not exceed:

	Psg. MPH	Frt. MPH
Yard Center to Clinton.....	80	55
Clinton to Evansville.....	79	55
Woodland Jct. to Villa Grove.....	70	55
Villa Grove to Pana.....	60	50
Findlay to Goreville.....	59	45
Goreville to West Vienna.....	45	40
West Vienna to Cypress.....	50	40
Cypress to Thebes.....	45	40
Engines in forward movement with or without caboose or one coach.....	45	45
Freight trains of over 5000 tons.....	..	50

10—SPEED RESTRICTIONS:

a—Diesel engines:

95-101.....	45 MPH
103-105, 115-133, 203-232.....	55 MPH
200-202.....	65 MPH
1100-1102, 1200-1205, 1300-1301, 1400-1409, 1500-1504, 1600-1609.....	80 MPH

b—Trains handling scale test car A1034 (maximum speed 25 MPH).

Steam derrick, pile driver, spreader car with wings secured, and locomotive cranes; also burro and crawler cranes unless otherwise advised by car inspector:
Yard Center to Evansville, Woodland Jct. to Pana 35 MPH.
Findlay to Cypress 25 MPH.

Cisna 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.

- c—Trains must be under control when starting onto bridge over which speed is restricted and the use of air brakes must be avoided while engine or train is on the bridge. Only sufficient power should be worked to maintain the specified speed while engines are on bridges.
- d—Steam engines must not be double-headed over any bridge where speed is restricted except when separated by three (3) cars.

11—RAILROAD CROSSINGS:

- a—Freight trains must not stop or stand on railroad crossings while doing work; they must clear or cut crossings.
- b—At Railroad Crossings not interlocked:
Illinois law requires trains Stop within 800 ft. of crossing and positively ascertain that way is clear.
Indiana law requires trains stop not closer than 40 ft. nor more than 500 ft. from crossing ascertaining no train approaching.

12—GRS SYSTEM:

- a—Intermittent inductive automatic train stop is in use with the current of traffic between Dolton, Illinois and Clinton, Indiana. Enginemen and firemen must be qualified on rules governing such operation.
- b—A train stop inductor is located about 50 feet in advance of each signal. Signals equipped with inductors are as follows:

Southward

Dolton Jct. home signal to and including automatic signal 121-3.
Automatic signal 126-1 to and including automatic signal 160-3.

Northward

Clinton home signal to and including automatic signal 127-6.
Automatic signal 122-2 to and including Yard Center home signal.

- c—If signal does not indicate Proceed—Rule 281, inductor located in advance of signal will operate train stop equipment on engine and enginemen may forestall over inductor and make stop for next signal, if required, by operating brake valve by hand.
- d—Non-equipped engine or engines with equipment cut out must not be operated in road service unless doubleheading behind an equipped engine or authorized by superintendent.
- e—When false stop occurs engineman must keep train stop system in service and prevent false stops by forestalling when possible to do so while passing over inductors. If the cause is unknown, engineman must wait until second false stop occurs before forestalling at succeeding inductors.
- f—In each case engineman must inform fireman immediately that operation is being forestalled and make wire report to the superintendent and road foreman. When necessary to cut train stop system out of service enroute due to inability to forestall, train may proceed with train stop system cut out at a speed not to exceed 40 MPH for passenger trains and 30 MPH for freight trains to the first open point of communication. Report giving reasons for cut out must be made at once by wire to superintendent and road foreman. Train may then proceed at normal speed, not to exceed 79 miles per hour, when authorized by message from superintendent.

g—When forestalling whistle fails to sound while forestalling, engineman will reduce to and operate at speed specified in paragraph (f) until he has occasion to again forestall as prescribed by the rules, and the whistle sounds; normal speed may then be resumed. Failure of whistle to sound must be reported by wire to superintendent and road foreman.

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

13—SPRING SWITCHES—Yard Center South End; Steger South End; 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.

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

DANVILLE SUBDIVISION

15—BLOCK INFORMATION:

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

b—WOODLAND JCT.—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.

c—DANVILLE.—SOUTHWARD TRAIN ORDER—BLOCK SIGNAL, Top arm is train order signal for Danville subdivision trains. Lower arm is manual block signal and train order signal for Westville subdivision trains.

16—DANVILLE:

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

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

INTERLOCKING PLANTS

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

YARD LIMITS

Stations	From	To
Yard Center	Dolton Jct.	TP 20-35
Heights Yard	TP 28-31	TP 29-8
Momence	TP 43-40	TP 51-45
Watseka	MP 76	TP 80-24
Milford	MP 87	TP 89-1
Hoopeston	TP 97-30	TP 100-30
Danville	MP 122	MP 128

SPEED RESTRICTIONS

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

	MPH
Yard Center—Over railroad crossings on main track	50
Over 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 TP 122-35 and TP 123-17	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

17—C.T.C. INFORMATION

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

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

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

19—BLOCK INFORMATION:

Rules 505 to 518 in effect Brewer to Northward Home Signal Union Track Jct.

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

21—BLOCK INFORMATION

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

b—UNION TRACK JUNCTION—Movement over spring switch is governed by home signals controlled from Wansford Telegraph office. Rules 505 to 520 will apply.

JOINT TRACKS

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

Pennsylvania trains may display their standard markers.

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

INTERLOCKING PLANTS

Cayuga, Hillsdale, Clinton (South mine branch) C.M.St.P.&P., Dewey, Haley, Terre Haute, Spring Hill (2), Sullivan IC, Vincennes PRR, Vincennes B&O., Princeton Southern RR.

CLINTON—South Mine Branch—C.M.St.P.&P.—Automatic plant. Instructions for operating release posted in door of release box located on instrument house at crossing.

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

SPRING HILL—Plant controls both ends of siding and crossings and connections just north and just south of the siding. When stopped by the home signal at north crossing and signal does not display proceed indication, do not proceed until permission is obtained from the signalman by telephone and until switch 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.

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

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

PRINCETON SOU. RY.—Automatic plant. If a train is stopped by home signal and no conflicting movement is being made, operate C&EI release in iron box at crossing. If signal does not change to proceed indication within 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

EVANSVILLE—Southern and IC.

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

YARD LIMITS

Brewer. See Danville Subdivision
 Evansville Northward Home Signal Belt Yard to MP 287.3 including Belt Ry to L&N Ry.

SPEED RESTRICTIONS

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

	MPH
Perrysville—Between TP 133-20 and TP 134-20.	60
Cayuga—Over NKP crossing.	40
Newport—Between TP 147-5 and TP 148-6.	60
Wabash River Ordnance tracks and over switch and through turnout just west of highway Route 63.	5
Clinton—Over switch at end of two tracks.	30
Over Wabash River Bridge (Use 25 seconds).	20
Except steam engines.	15
Between TP 163-20 and TP 164-10.	55
Otter Creek Jct.—Around curve.	60
Terre Haute—Haley—Southward home signal to south end Haley.	30
South end Haley to automatic signal 178-5 (Crawford Street).	20
Automatic signal 178-5 (Crawford Street) to T.P. 179-16.	30

	MPH
Young—Wye tracks to Pfizer Plant including east track and four car lengths beyond clearance points west track.	10
Maria Creek—Around curves between TP 227-20 and TP 228-15.	50
Smith—Between MP 230 and TP 231-15.	60
Vincennes—Between TP 233-15 and TP 233-31.	55
Over Penna crossing.	10
Between TP 233-31 and TP 235-39.	35
Decker—White River Bridge and trestle (Use 50 seconds) Except steam engines.	20
Hazleton—Around curves TP 248-7 to TP 249-0.	70
Through turnout of Atlanta track MP 249.	5
Around curve between TP 251-22 and TP 251-37.	60
Miller—Between MP 253 and MP 254.	55
Patoka—Between TP 254-40 and TP 255-35.	55
Gibson—Between TP 258-10 and TP 258-30.	60
Princeton—Around curves south of depot.	40
—Until engine has passed over Southern Railway crossing Northward.	35
Southward—Between home signals.	20
Around curves between TP 271-15 and TP 272-7.	60
Evansville—Between Wansford and TP 285-13.	55
Evansville—Between TP 285-13 and Union Track Jct.	20
Belt Ry.	10
Except Pigeon Creek Bridge EB2874 steam engines.	5
Union Track Junction to Evansville, except 8 miles per hour between Fifth and Clark Street, 5 miles per hour until Engine has passed over crossing at Main Street 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

CLINTON MINE BRANCH 10 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	WRO Jct.	149
159.8	Standard Pit.	161
178	Wabash Ave.	
178.3	Poplar Street.	179
186.2	Young.	186
241.0	Purcell.	241
273.6	Stacer.	274
283.0	Straight Line Jct.	283
151.0	Wabash River Ordnance.	152

ST. LOUIS SUBDIVISION

22—BLOCK INFORMATION:

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

b—Rules 505 to 518 in effect between TP 88-39 and TP 95-0, between Villa Grove Junction and V.E. and between Sullivan and Findlay. Automatic southward approach signal located at TP 143-10 north of Villa Grove Junction is part of the automatic block signal system for southward movements.

Automatic northward approach signal located at TP 147-33 south of V.E. is part of the automatic block signal system for northward trains. Automatic southward approach signal located at TP 174-34 north of Sullivan is part of the automatic block signal system for southward trains.

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

d—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 governs northward movements to next open manual block station. Rules 305 to 373 will apply.

V.E.—Southward color light high manual block signal and southward color light dwarf manual block signals located at end of two tracks and clearance point for yard lead governs southward movements to next open block station. Rules 305 to 373 will apply.

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

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

Manual Block Signals: Findlay—Pana.

Southward manual block signal located TP 185-27.

Northward manual block signal located TP 203-35.

Rules 305 to 373 are in effect between these signals.

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

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

At Pana—A proceed indication on the manual block signal is authority for northward trains to proceed without clearance.

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

At Findlay—Northward trains receiving a proceed indication on the home signal running with the current of traffic will move ahead of overdue superior trains to the train order signal. A train stopped by home signal will communicate with the operator at once.

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

23—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

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

Employees who operate between Pana and St. Louis must have copy of rules, time table and special instructions NYC, GM&O and TRRA.

HOME—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

Woodland Jct., Goodwine, Glover, Tuscola, Arthur, Sullivan, Findlay, Pana, Bowman Ave.

Goodwine—Automatic plant—Instructions for operating time release are posted in release box at crossing.

RAILROAD CROSSINGS NOT INTERLOCKED

BOWMAN AVE.—TRRA.

YARD LIMITS

Villa Grove.....TP 143-30.....MP 147
Findlay.....Signal 182-7.....TP 186-28
Pana.....TP 203-20.....Big 4 Main Track Connection
Bowman Ave.....TP 291-7.....End of Line

SPEED RESTRICTIONS

	MPH
The following restrictions govern all trains and engines except where speed restrictions covered by Special Instruction 10 are less:	
Woodland Jct.—Northward trains through crossover...	20
Bridge C-1114 between Ellis and Royal.....	40
Villa Grove Jct.—Northward movements over spring switch end of two tracks.....	30
V.E. Over main track spring switch.....	30
Tuscola—Around curves north of IC crossing.....	30
Arthur—Around curve and over Penna. crossing.....	30
Sullivan—Around curve at depot between TP 176-01 and TP 176-08.....	30
Hall—Over Spring switch end of two tracks.....	30
Findlay—Through south crossover.....	30
Bridge Y-1954 between Henton and Pana.....	20
Pana—Southward trains between TP 202-26 and TP 203-20.....	30
Entering or leaving NYC main tracks.....	10
Bowman Ave. to end of line.....	20

STATIONS AND TRACKS NOT ON SCHEDULE PAGES

Miles from Chgo.	Name	No.
116.5	Dailey.....	1117
124.7	Pauline.....	1125
129.1	Tipton.....	1129
155.5	Craigs.....	1156
173.1	Chippis.....	1173
179.5	Kirksville.....	1180
194.3	Henton.....	1194
199.3	Dollville.....	1199
295.7	French Village.....	1296
298.3	Haydite.....	1298
298.9	Falcoal.....	1299
300.4	Black Eagle.....	1300

SALEM SUBDIVISION

24—SALEM YARD—All trains register and receive clearance at Salem Yard, except No. 11 and No. 12 will not require clearance if the train order signal indicates proceed. Clearance received at Salem Yard issued and signed by the superintendent will confer the same authority to regular trains as though received at initial station (Rule 83b).

25—WEST FRANKFORT—

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

b—Movements over highway No. 37 on Old Ben No. 15 lead must be protected with a fusee placed in center of highway, or by trainman on the ground.

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

27—BLOCK INFORMATION:

Rules 505 to 518 in effect between TP 360-23 and TP 364-30.

JOINT TRACKS

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

Time shown on this time table as at Chaffee is for information only.

Thebes is initial and terminal station under Rule 4, Book of Rules.

THEBES TO BRIDGE JCT.—Rules 505 to 518 in effect between south end of Thebes Yard and Bridge Jct. At Bridge Jct. and Gale Jct. dwarf signals controlled by push-button on signal case govern movements entering main track. If signal indicates Proceed after push-button is operated, train may reverse junction switch and move onto main track and through block. If signal does not indicate Proceed when push-button is operated, train must wait 5 minutes and again operate push-button. If signal does not then indicate proceed, crew may after making sure there is no conflicting train movement, reverse junction switch and move onto main track and through block per Rule 509(a).

BRIDGE JCT., ILLINOIS TO 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.

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

INTERLOCKING PLANTS

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

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

TAMMS—Automatic plant—Train or engine finding home signal at stop must occupy track within 200 ft. of home signal in order to receive a proceed indication of the home signal.

RAILROAD CROSSING NOT INTERLOCKED

ALTAMONT—B&O.

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

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

TP 373-12—Gate normally across MO. PAC. R.R. Signals indicate Proceed if gate is normal and Stop if gate is across C&EI track. Approach crossing prepared to stop and do not proceed on-to crossing until signal 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 319-3
Cypress	TP 344-7	MP 350
Thebes	TP 377-1	Bridge Jct.

SPEED RESTRICTIONS

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

Kaskaskia Bridge C1942 (Use 45 seconds)	MPH	20
Except steam engines		15
Altamont—Curve at Depot		20
S. X. Tower—Curve at tower		25
Southward—Between home signals		20

St. Elmo—Between TP 224-36 and TP 225-05	MPH	50
Happy Hollow—Around reverse curves between TP 228 and TP 228-24		40
S. A. Tower—Southward—Between home signals		20
V. N. Tower—Between home signals		25
Freeman Mine Lead—Between Buckhorn Switch and North End Load Yard		20
Saline Creek Bridge C3243 (Use 30 seconds)		20
Except steam engines		15
Between TP 332-6 and MP 334		35
Grasshopper Creek Bridge C3347 (Use 23 seconds)		20
Except steam engines		15
Between TP 335-10 and TP 335-22		25
Between TP 338-15 and TP 338-25		25
Between TP 343-20 and MP 345		40
Joppa Jct. North Leg of Wye		20
TP 373-12 over Mo. Pac. R.R.		20
Thebes—SI&MB Co. Bridge		25

STATIONS AND TRACKS NOT ON SCHEDULE PAGES

Miles from Chgo.	Name	No.
208.1	Holland	2208
248.2	Brubaker	2248
260.0	Cartter	2260
276.9	JSW RR.	2277
283.7	Bonnie	2284
291.7	Whittington	2292
304.5	Orient Jct.	
306.4	Old Ben 15	2306
314.3	Spillertown	2314
317.7	The Plant	2318
321.8	Hudgens	2322
336.4	Buncombe	2336
349.3	Oberts	2349
351.1	Perks	2351
368.4	Cox	2368

WESTVILLE SUBDIVISION

28—BLOCK INFORMATION:

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

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

INTERLOCKING PLANTS

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

YARD LIMITS

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

SPEED RESTRICTIONS

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

Danville—Between southward home signal and East Williams Street	MPH	20
Danville to Westville		35
Danville—Main Street TP 124-6		10
Bridge W1262 Vermillion River		10
Except Steam Engines		5
Rock Cut—Between TP 126-25 and TP 127-14		15
W. R. Tower—Southward—Between home signals		20
Westville to Villa Grove Jct.		40
Indianola—Curve north of depot TP 141-32		30
Sidell Jct. to Jamaica		25

STATIONS AND TRACKS NOT ON SCHEDULE PAGES

Miles from Chgo.	Name	No.
126.5	Maring.....	3127
148.6	Maizetown.....	3148
150.1	Hastings.....	3150
150.9	Jamaica.....	3151
.....	Jamaica Spur.....	

JOPPA SUBDIVISION

29—JOPPA—Expect to find cars on main track without notice.
East wye switch lined for north leg of wye.
Lower incline out of service.

RAILROAD CROSSINGS NOT INTERLOCKED

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..... MP 349
Karnak..... MP 350..... MP 353
Joppa..... MP 359..... End of subdivision

SPEED RESTRICTIONS

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

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

BROTHERS SUBDIVISION

YARD LIMITS

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

SPEED RESTRICTIONS

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

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

STATIONS AND TRACKS NOT ON SCHEDULE PAGES

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

JUDYVILLE SUBDIVISION

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

INTERLOCKING PLANTS

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

RAILROAD CROSSINGS NOT INTERLOCKED

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

YARD LIMITS

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

SPEED RESTRICTIONS

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

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

BRAZIL SUBDIVISION

31—BRAZIL—End of C&EI track is at west line of Chicago St.
Derail on main track just south of new highway.
All engines must approach Brazil prepared to stop and expect to find cars on main track between house track switch and Chicago St.
Brazil Clay Plant No. 2—Two derrails, one near main track and one at road crossing at plant.

INTERLOCKING PLANT

Burnett.

YARD LIMITS

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

SPEED RESTRICTIONS

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

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

CISSNA PARK SUBDIVISION

INTERLOCKING PLANTS

Goodwine—Automatic Plant—Instructions for operating time release are posted in release box at crossing.

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 Instruction 10 are less:

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

MT. VERNON SUBDIVISION

RAILROAD CROSSINGS NOT INTERLOCKED

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

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

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

YARD LIMITS

Mt. Vernon Jct..... Main Line..... TP 266-12
Mt. Vernon..... MP 298..... End of Subdivision

SPEED RESTRICTIONS

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

	MPH
Mt. Vernon Jct. to Mt. Vernon	20
Wadesville—Over highway 1350 ft. south of Depot	15
Solitude—Over Bridge M2958	10
Except steam engines	5

STATIONS AND TRACKS NOT ON SCHEDULE PAGES

Miles from Chgo.	Name	No.
274.4	Mounts	8275
282.2	I. C. Crossing	8283
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.....CHT 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		
Vincennes.....Diesel House.....	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		
Evansville.....Union Station Telegraph Office.....	x	x	x
Villa Grove.....Depot.....	x	x	x
Mitchell Yard.....Roundhouse.....	x		
Mitchell Yard.....Yard Office.....	x	x	x
Bowman Ave.....Yard Office.....	x		
Salem Yard.....Yard Office.....	x	x	x
Salem.....Depot.....	x	x	
Mt. Vernon, Ill.....Depot.....	x		
West Frankfort.....Depot.....	x	x	x
Jenkins.....Telephone Booth.....			x
Neilson.....Telegraph Office.....			x
W. V. Tower.....Telegraph Office.....			x
Cypress.....Depot.....	x	x	x
Joppa Jct.....North Wye Telephone Booth.....			x
Thebes.....Depot.....	x		x
Joppa.....Depot.....	x	x	x
Yard Center.....Through first class trains register by slip.			
Danville Yard office).....All trains register by slip.			
Danville (Tower).....First class trains register by slip. Other trains will not register.			

Walz Evansville Subdivision freight trains register by slip. Other trains will not register.
 Haley Only trains starting and terminating will register.
 Wansford First class trains register by slip.
 Salem Yard Nos. 11 and 12 register by slip.
 West Frankfort. Only trains starting and terminating will register.
 Jenkins Second and third class trains register.
 Neilson Other trains will not 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.
 Joppa Jct. Extra trains will not register.

TRAIN ORDER OR BLOCK STATIONS ARE OPEN ONLY AS FOLLOWS

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

EVANSVILLE SUBDIVISION	Week Days	Saturdays Sundays and Holidays
Clinton.....	7.00 AM to 4.00 PM	7.00 AM to 4.00 PM

ST. LOUIS SUBDIVISION	Week Days	Saturdays Sundays and Holidays
Bryce.....	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.....	4.00 PM to 12.00 PM	4.00 PM to 12.00 PM
Royal.....	8.00 AM to 5.00 PM	
Block.....	8.00 AM to 5.00 PM	
Bongard.....	7.30 AM to 4.30 PM	
West Ridge.....	8.00 AM to 5.00 PM	
Bourbon.....	7.00 AM to 4.00 PM	
Cadwell.....	8.00 AM to 5.00 PM	

SALEM SUBDIVISION	Week Days	Saturdays Sundays and Holidays
Altamont.....	6.30 AM to 3.30 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	
Johnston City.....	7.00 AM to 4.00 PM	7.00 AM to 4.00 PM (Not open on Sundays and Holidays.)
Marion.....	10.00 PM to 6.00 AM	10.00 PM to 6.00 AM
Neilson.....	8.15 AM to 5.15 PM	8.15 AM to 5.15 PM
Goreville.....	8.00 AM to 5.00 PM	
WV Tower.....	8.15 AM to 5.15 PM	8.15 AM to 5.15 PM
Cypress.....	Continuous	(Not open on Sundays)
Tamms.....	8.00 AM to 5.00 PM	3.00 PM to 5.00 PM
Thebes.....	8.00 AM to 5.00 PM	3.00 PM to 5.00 PM

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

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

JOPPA SUBDIVISION	Week Days	Saturdays Sundays and Holidays
Karnak.....	8.00 AM to 12.00 PM	8.00 AM to 12.00 PM (Not open on Sundays and Holidays)
Joppa.....	7.00 AM to 5.00 PM	8.00 AM to 11.00 AM (Not open on Sundays and Holidays)

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

51

1954—1955

DECEMBER							JANUARY							FEBRUARY						
..	1	2	3	4	5	6	..	1	2	3	4	5	6	..	1	2	3	4	5	6
5	6	7	8	9	10	11	2	3	4	5	6	7	8	6	7	8	9	10	11	12
12	13	14	15	16	17	18	9	10	11	12	13	14	15	13	14	15	16	17	18	19
19	20	21	22	23	24	25	16	17	18	19	20	21	22	20	21	22	23	24	25	26
26	27	28	29	30	31	..	23	24	25	26	27	28	29	27	28	..	..	..	..	..
..	..	..	..	..	..	..	30	31	..	..	..	..	..	..	..	..	..	..	..	..
..
MARCH							APRIL							MAY						
..	1	2	3	4	5	6	..	1	2	3	4	5	6	1	2	3	4	5	6	7
6	7	8	9	10	11	12	3	4	5	6	7	8	9	8	9	10	11	12	13	14
13	14	15	16	17	18	19	10	11	12	13	14	15	16	15	16	17	18	19	20	21
20	21	22	23	24	25	26	17	18	19	20	21	22	23	22	23	24	25	26	27	28
27	28	29	30	31	..	..	24	25	26	27	28	29	30	29	30	31	..	..	..	..
..
..
JUNE							JULY							AUGUST						
..	1	2	3	4	5	6	..	1	2	3	4	5	6	..	1	2	3	4	5	6
5	6	7	8	9	10	11	3	4	5	6	7	8	9	7	8	9	10	11	12	13
12	13	14	15	16	17	18	10	11	12	13	14	15	16	14	15	16	17	18	19	20
19	20	21	22	23	24	25	17	18	19	20	21	22	23	21	22	23	24	25	26	27
26	27	28	29	30	..	..	24	25	26	27	28	29	30	28	29	30	31	..	..	..
..	..	..	..	..	..	..	31	..	..	..	..	..	..	..	..	..	..	..	..	..
..
SEPTEMBER							OCTOBER							NOVEMBER						
..	1	2	3	4	5	6	..	1	2	3	4	5	6	..	1	2	3	4	5	6
4	5	6	7	8	9	10	2	3	4	5	6	7	8	6	7	8	9	10	11	12
11	12	13	14	15	16	17	9	10	11	12	13	14	15	13	14	15	16	17	18	19
18	19	20	21	22	23	24	16	17	18	19	20	21	22	20	21	22	23	24	25	26
25	26	27	28	29	30	..	23	24	25	26	27	28	29	27	28	29	30	..	..	..
..	..	..	..	..	..	..	30	31	..	..	..	..	..	..	..	..	..	..	..	..
..