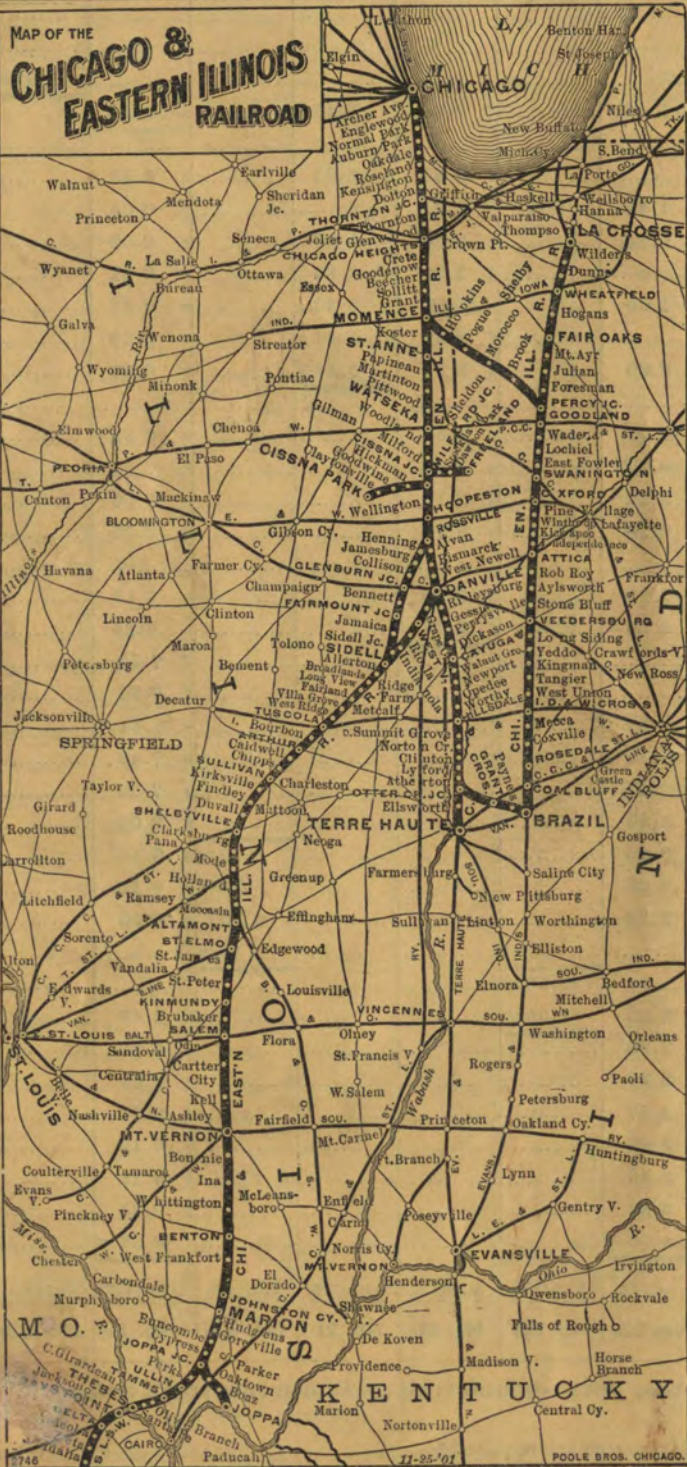


LINES OPERATED.

MILES

Chicago to Terre Haute	178
Rossville Junc. to Thebes	287
Danville Junc. to Sidell Junc.	22
Cissna Junc. to Cissna Park	11
Milford Junc. to Freeland	11
Rossville Junc. to Judyville	13
Otter Creek Junc. to Brazil	13
Momence to Brazil	130
Percy Junc. to LaCrosse	46
Joppa Junc. to Joppa	16
Other branches (to Mines)	23

TOTAL.....750



Chicago & Eastern Illinois Railroad.

TIME TABLE No. 56

TAKES EFFECT MONDAY, JANUARY 5th, 1903,
AT 12:01 A. M.

SUPERSEDING TIME TABLE No. 55.
DESTROY ALL TIME TABLES OF PREVIOUS DATE.

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYEES ONLY.

J. C. MUIR,
Superintendent, DANVILLE.

E. P. BROUGHTON,
Gen'l Supt., CHICAGO.

E. H. DeGROOT Jr.,
Superintendent, ST. ELMO.

G. H. TRENARY,
Superintendent, BRAZIL.

W. J. JACKSON,
Ass't Gen'l Supt., CHICAGO.

FIRST CLASS.									FIRST CLASS.												
No. 155	No. 81	No. 171	No. 15	No. 17	No. 1	No. 41	No. 9	No. 19	Time Table No. 56.	STATIONS.	No. 85	No. 89	No. 93	No. 83	No. 13	No. 21	No. 87	No. 11	No. 23		
Fast Fr't.	Accommodation.	Mixed.	Suburban.	Suburban.	Mail & Ex.	Suburban.	Local Passenger.	Suburban.	CHICAGO	STATIONS.	Mixed.	Mixed.	Chicago and Florida Limited	Accommodation.	Veederburg Accommodat'n	Suburban.	Mixed.	Danville Express.	Suburban.		
Daily Ex. Monday.	Daily Ex. Sunday.	Daily Ex. Sunday.	Daily Ex. Sunday.	Daily Ex. Sunday.	Daily Ex. Sunday.	Sunday Only.	Daily Ex. Sunday.	Daily Ex. Sunday.	Distance from Chicago	STATIONS.	Daily Ex. Sunday.	Daily Ex. Sunday.	Daily.	Daily, Ex. Sunday.	Daily Ex. Sunday.	Daily Ex. Sunday.	Daily Ex. Sunday.	Daily.	Daily Ex. Sunday.		
LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	CHICAGO	STATIONS.	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE		
			5.30 AM	7.50 AM	8.20 AM	9.10 AM	10.20 AM	11.30 AM	0.8	CHICAGO											
									0.8	14th STREET											
									2.8	C&W. 33d STREET											
									10.1	OAKDALE									5.58 PM		
			6.22	8.44	9.02	10.06	11.03	12.27 PM	17.3	C&W DOLTON JUNC			1.44	2.27	5.17	5.59					
									18.9	POINT CALUMET											
			6.25	8.47		10.10	11.06		19.5	W. SOUTH HOLLAND				2.30	5.21	6.03					
					9.06		11.07		20.1	G. T. THORNTON JUNC			1.48	2.31		6.05					
			6.30	8.51		10.15	11.11		21.8	THORNTON			1.50	2.35	5.26	6.08					
			6.34	8.54		10.18	11.14		23.5	GLENWOOD				2.38	5.29	6.11					
			6.40	9.04	9.16	10.25	11.21		26.7	CHICAGO HEIGHTS			1.56	2.45	5.36	6.21					
			6.44	9.09		10.30	11.25		28.8	E. J. & E. STEGER				2.49	5.41	6.26					
			6.48 AM	9.13 AM	9.23	10.35 AM	11.29		30.4	W. CRETE			2.00		5.45 PM	6.30					
									33.0	GOODENOW PASSING TRACK											
									34.2	GOODENOW			2.05	2.58		6.38					
									37.6	W. BEECHER			2.10	3.04		6.47					
									41.1	SOLLITT			2.14	3.11		6.56					
									44.7	GRANT			2.19	3.17		7.05					
									49.8	I. I. & I. CROSSING											
									50.0	W. MOMENCE			2.25	3.30		7.16					
									50.4	C. & W. MOMENCE JC			2.26	3.33 PM		7.25					
									55.4	KOSTER											
									58.0	WICHERT											
									60.2	C. C. C. ST. ANNE			2.38			7.41					
									64.3	W. PAPINEAU			2.43			7.48					
									67.8	MARTINTON			2.47			7.54					
									71.6	PITTWOOD			2.52			8.00					
									77.5	W. WATSEKA			3.00		5.00 PM	8.10					
									81.8	T. P. & W. WOODLAND			3.05		5.10	8.18					
									83.0	MILFORD			3.13		6.10	8.29					
									89.4	MILFORD JUNC			11.15 AM		6.15 PM						
									92.7	CISSNA JUNCTION				3.50 PM							
									94.3	W. WELLINGTON			3.20	3.55 PM		8.40					
									99.2	L. E. & W. HOOPESTON			3.28			8.50					
									105.7	ROSSVILLE			11.40 AM	3.36		9.02					
									107.1	C. & W. ROSSVILLE JC			11.45 AM	3.37		9.04					
									111.2	ALVAN				3.42		9.12					
									114.3	ILL. CENT. BISMARCK				3.46		9.18					
									118.5	WEST NEWELL				3.52		9.25					
									123.4	C. & W. DANVILLE JC			4.00 PM			9.35 PM					
									124.2	DANVILLE											
ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE			ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE		

Between Danville Junction and Dolton Junction trains in either direction will use the right-hand track; in other words, north-bound trains will use east track and south-bound trains the west track.

Freight trains Nos. 55, 56, 57, 58 and 59 are given first-class rights on the time table, but must clear the time of passenger trains the same as second-class trains are required to.

FIRST CLASS.

FIRST CLASS.

SECOND CLASS.

FIRST CLASS.									STATIONS.		FIRST CLASS.				SECOND CLASS.			
No. 25	No. 27	No. 29	No. 31	No. 33	No. 5	No. 59	No. 57	No. 55	Time Table No. 56.	STATIONS.	No. 3	No. 35			No. 63	No. 65	No. 61	No. 67
Suburban.	Suburban.	Suburban.	Suburban.	Suburban.	Nashville Limited.	Fast Freight.	Fast Freight.	Fast Freight.			Passing Siding	Station Siding	Texas Train	Suburban.			Local Fr't.	Fast Freight
Daily Ex. Sunday.	Daily Ex. Sunday.	Daily Ex. Sunday.	Daily Ex. Sunday.	Daily Ex. Sunday.	Daily.	Daily Ex. Sunday.	Daily.	Daily Ex. Sunday.			Daily.	Daily.			Daily Ex. Sunday.	Daily Ex. Sunday.	Daily Ex. Sunday.	Daily Ex. Sunday.
LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE			LEAVE	LEAVE			LEAVE	LEAVE	LEAVE	LEAVE
5.40 PM	5.53 PM	6.05 PM	6.18 PM	6.40 PM	7.00 PM		8.40 PM		N	CHICAGO	11.34 PM	11.38 PM						
									N	0.8 14th STREET								
									N	2.8 C&W 33d STREET								
6.15 PM		6.40 PM		7.15 PM				10.35 PM	N	10.1 OAKDALE								
	6.52 PM		7.15		7.43	9.05 PM	10.05		NB	17.3 C&T.R.R. P.C.C. 7.2 & S.L. C.J.Ry C&W DOLTON JUNC	12.17 AM	12.36 AM			12.40 AM	1.01 PM	2.30 PM	
									N	18.9 POINT CALUMET								
									D	19.5 W. SOUTH HOLLAND		12.39					1.20	
									NB	20.1 G. P. 0.6 R. R. THORNTON JUNC	12.21	12.40			12.55	1.30	2.40	
									D	21.8 THORNTON		12.43					1.50	
									NB	23.5 GLENWOOD	12.27	12.46			1.10	2.05	2.50	
									NB	26.7 Mich. 3.2 Cent. CHICAGO HEIGHTS	12.35	12.53			1.25	2.45	3.02	
									D	28.8 E. J. & E. 2.1 R. R. STEGER		12.58					3.01	
									NB	30.4 W. 1.6 CRETE	12.42	1.03 AM			1.40	3.15	3.15	
										33.0 GOODENOW PASSING TRACK								
									DB	34.2 1.2 GOODENOW	12.48				1.50	3.38	3.30	
									DB	37.6 W. 3.4 BEECHER	12.54				2.00	4.01	3.40	
									NB	41.1 3.5 SOLLITT	1.00				2.12	4.25	3.52	
									DB	44.7 3.6 GRANT	1.06				2.24	4.45	4.02	
									N	49.8 5.1 I. I. & I. CROSSING								
									N	50.0 W. 0.2 MOMENCE	1.16				2.40	5.25	4.15	
									NB	50.4 Brazil 0.4 Division. C&W MOMENCE JUNC	1.17			6.50 AM	2.45 AM	5.30 PM	4.20 PM	
										55.4 5.0 KOSTER								
										58.0 2.6 WICHERT								
									NB	60.2 C. C. C. 2.2 & St. L. ST. ANNE	1.34				7.50			
									NB	64.3 W. 4.1 PAPINEAU	1.40				8.10			
									DB	67.8 3.5 MARTINTON	1.46				8.30			
									DB	71.6 3.8 PITTWOOD	1.52				8.50			
									NB	77.5 W. 5.9 WATSEKA	2.04				9.50			
									DB	81.8 T. P. & W. 4.3 R. R. WOODLAND	2.12				10.20			
									NB	88.0 6.2 MILFORD	2.24				11.03			
										89.4 1.4 MILFORD JUNC								
										92.7 3.3 CISSNA JUNCTION								
									DB	94.3 W. 1.6 WELLINGTON	2.36				11.50			
									NB	99.2 L. E. & W. 4.9 R. R. HOOPESTON	2.48				12.40 PM			
									N	105.7 5.7 ROSSVILLE	2.59				1.38			
									NB	107.1 1.4 C&W ROSSVILLE JUNC	3.01				2.00			
									NB	111.2 4.1 ALVAN	3.09				2.30			
									DB	114.3 Ill. Cent. 3.1 R. R. BISMARCK	3.14				2.50			
										118.5 4.2 WEST NEWELL	3.19				3.05			
									NB	123.4 Wabash 4.9 R. R. C&W DANVILLE JUNC	3.30 AM				3.35 PM			
									D	124.2 C. C. C. & 0.8 St. L. R. R. DANVILLE								
ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE			ARRIVE	ARRIVE			ARRIVE	ARRIVE	ARRIVE	ARRIVE
No. 25	No. 27	No. 29	No. 31	No. 33	No. 5	No. 59	No. 57	No. 55			No. 3	No. 35			No. 63	No. 65	No. 61	No. 67

Between Danville Junction and Dolton Junction trains in either direction will use the right-hand track; in other words, north-bound trains will use east track and south-bound trains the west track.

Freight trains Nos. 55, 56, 57, 58 and 59 are given first-class rights on the time table, but must clear the time of passenger trains the same as second-class trains are required to.

FIRST CLASS.

FIRST CLASS.

Time Table No. 56.

STATIONS.

No. 16	No. 4	No. 84	No. 18.	No. 20	No. 22	No. 24	No. 26	No. 12	Telegraph Offices. Block Stations. DISTANCE FROM CHICAGO.	STATIONS.	PASSING SIDING. CAR CAPACITY.	No. 6	No. 80	No. 28	No. 40	No. 30	No. 10	No. 92	No. 86	No. 88
Suburban	Texas Train.	Mixed	Suburban.	Suburban	Suburban.	Suburban.	Suburban	Chicago Express.				Nashville Limited.	Accom- modation.	Suburban	Suburban	Suburban	Local Passenger	Chicago and Florida Limited	Mixed.	Mixed.
Daily Ex. Sunday.	Daily.	Daily Ex. Sunday.	Daily Ex. Sunday.	Daily Ex Sunday.	Daily Ex. Sunday.	Daily Ex. Sunday.	Daily, Ex. Sunday.	Daily.				Daily.	Daily, Ex. Sunday.	Daily, Ex. Sunday.	Sunday Only.	Daily, Ex. Sunday.	Daily, Ex. Sunday.	Daily.	Daily, Ex. Sunday.	Daily Ex. Sunday.
ARRIVE 6 40 AM	ARRIVE 6 53 AM	ARRIVE	ARRIVE 7 17 AM	ARRIVE 7 30 AM	ARRIVE 7 42 AM	ARRIVE 7 53 AM	ARRIVE 8 21 AM	ARRIVE 10 03 AM				ARRIVE 9 15 AM	ARRIVE	ARRIVE 10 48 AM	ARRIVE 12 08 PM	ARRIVE 1 38 PM	ARRIVE 1 43 PM	ARRIVE 4 00 PM	ARRIVE	ARRIVE
									N	CHICAGO										
									N	0.8 14th STREET	Ya									
									N	2.0 C.&W...33d STREET	Ya									
			6.42 AM		7.05 AM				N	7.3 OAKDALE	Ya									
5.37 AM	5 55			s 6.28		6.52 AM	s 7.26	s 9.02	N B	17.3 C.&O.T.R.R. P.O. 7 2 C.&S.L. C.J.Ry C&W DOLTON JUNC	Ya	8 32		s 9.55	s 11.13	12.42 PM	1.00	3.18		
									N	18.9 POINT CALUMET	11									
	5.49			s 6.22		s 6.46	s 7.22	s 8.56	D	19.5 w. SOUTH HOLLAND	18			s 9.51	s 11.09		f 12.54			
	5.47			s 6.20		s 6.44		8.55	N B	20.1 G. T. 0.6 R. R. THORNTON JUNC	95	8 28		s 9.49			12.53	3.14		
	5.43			s 6.17		s 6.41	s 7.17	s 8.50	D	21.8 1.7 THORNTON	50			s 9.46	s 11.04		f 12.49			
	5.40			s 6.14		s 6.38	s 7.14	s 8.47	N B	23.5 1.7 GLENWOOD	22	8 23		s 9.43	s 11.01		f 12.47			
s 5.30				s 6.09		s 6.33	s 7.07	s 8.41	N B	26.7 Mich. 3.2 Cent. CHICAGO HEIGHTS	77	105 s 8.17		s 9.37	s 10.54		s 12.42	3.05		
	5.25			s 6.04		s 6.28	s 7 02	s 8.36	D	28.8 E. J. & E. 2.1 R. R. STEGER	33			s 9.33	s 10.49		f 12.37			
f 5.21				6.00 AM		6.24 AM	6.58 AM	s 8.33	N B	30.4 1.6 w. CRETE	47	8.11		9.30 AM	10.45 AM		s 12.34	3.00		
									N	33.0 1.2 GOODENOW PASSING TRACK	70									
f 5.13								s 8.26	D B	34.2 3.4 GOODENOW	23	8.05					s 12.26	2.55		
f 5.05								s 8.18	D B	37.6 w. BEECHER	43	8.00					s 12.18	2.51		
f 4.56								8.10	N B	41.1 3.5 SOLLITT	93	7.55					s 12.10	2.46		
f 4.48								s 8.01	D B	44.7 3.6 GRANT	45	7.49					s 12.02 PM	2.42		
									N	49.8 0.2 I. I. & I. CROSSING										
s 4.35								7.50	N	50.0 w. MOMENCE	105	s 7.40					s 11 50	s 2.35		
	4.30							7.13	N B	50.4 Brazil 0.4 Division C. & W. MOMENCE JC.	96	Yard 7.30					11.45 AM	2.30		
	4.21							f 7.03		55.4 2.6 KOSTER	12									
	4.17							f 6.58		58.0 WICHERT	18									
f 4.13								s 6.54	N B	60.2 G. C. C. 2.2 & St. L ST. ANNE	114	7.15						2.20		
	4.07							s 6.46	N B	64.3 4.1 w. PAPINEAU	93	32 7.08						2.15		
	4.01							s 6.38	D B	67.8 3.5 MARTINTON	40	7.03						2.11		
	3.55							s 6.30	D B	71.6 3.8 PITTWOOD	27	6.58						2.07		
s 3.45								s 6.19	N B	77.5 5.9 w. WATSEKA	86	65 s 6.49					s 1.59	2.50 PM		
	3.38							s 6.10	D B	81.8 T. P. & W. 4.3 R. R. WOODLAND	23	6.43					1.53	s 2.43		
s 3.27		5.50 AM						s 5.58	N B	88.0 6.2 MILFORD	93	47 6.34					1.45	s 2.30		
		5.45 AM							N	89.4 1.4 MILFORD JUNC								2.20 PM		
									D B	92.7 1.6 CISSNA JUNCTION				11.33 AM						
	3.18							s 5.45	D B	94.3 1.1 w. WELLINGTON	93	6.24		11.30				1.37		
s 3.10								s 5.35	N B	99.2 L. E. & W. 4.9 R. R. HOOPESTON	94	153 s 6.17		11.14			s 1.30			
s 3.00								s 5.21	N	105.7 6.5 ROSSVILLE	81	6.07	s 8.05				1.20		2.50 PM	
	2.57							f 5.19	N B	107.1 1.4 C. & W. ROSSVILLE JC.	75	Yard 6.05	s 7.55				1.18		2.45 PM	
	2.50							s 5.10	N B	111.2 4.1 ALVAN	94	38 5.59	s 7.40				1.13			
	2.45							s 5.04	D B	114.3 4.2 BISMARCK	75	54 5.54	s 7.25				1.08			
	2.39							f 4.55	D	118.5 4.2 WEST NEWELL	27	5.48	s 7.15				1.03			
	2.30 AM							4.45 AM	N B	123.4 Wabash 4.9 R. R. C. & W. DANVILLE JC.	Ya	rd 5.40 AM	s 7.00				12.55 PM			
LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	D	124.2 C. C. C. & 08 St. L. R. R. DANVILLE	39	LEAVE	6.50 AM LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE
No. 16	No. 4	No. 84	No. 18	No. 20	No. 22	No. 24	No. 26	No. 12				No. 6	No. 80	No. 28	No. 40	No. 30	No. 10	No. 92	No. 86	No. 88

Between Danville Junction and Dolton Junction trains in either direction will use the right-hand track; in other words, north-bound trains will use east track and south-bound trains the west track.

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FIRST CLASS.

FIRST CLASS.

SECOND CLASS.

No. 14	No. 32	No. 42	No. 34	No. 172	No. 2	No. 82	No. 56	No. 58	Time Table No. 56.	STATIONS.	No. 158	No. 60	No. 62
Chicago Accommodat'n.	Suburban.	Suburban.	Suburban.	Accommodation.	Mail and Express.	Accommodation.	Stock Express.	Fast Fr't.	STATIONS.	STATIONS.	Fast Fr't.	Local Fr't.	Local Fr't.
Daily, Ex. Sunday.	Daily Ex. Sunday.	Sunday Only.	Daily Ex. Sunday.	Daily Ex. Sunday.	Daily, Ex. Sunday.	Daily Ex. Sunday.	Daily.	Daily.	STATIONS.	STATIONS.	Daily Ex. Saturday.	Daily Ex. Sunday.	Daily Ex. Sunday.
ARRIVE 5.45 PM	ARRIVE 6.33 PM	ARRIVE 6.52 PM	ARRIVE 7.30 PM	ARRIVE	ARRIVE 9.15 PM	ARRIVE	ARRIVE	ARRIVE	STATIONS.	STATIONS.	ARRIVE	ARRIVE	ARRIVE
									N	CHICAGO			
									N	0.8 14th STREET	Ya rd.		
									N	2.0 2.8 C.&W. 33d STREET	Ya rd.		
	6.05 PM								N	7.3 OAKDALE	Ya rd.		
s 5.02		s 5.54	s 6.34		8.31		3.45 AM	4.10	N B	10.1 C.&T.R.R. P.C. 7.2 C.&S.L. C.J.R.Y. 17.3 C.&W. DOLTON JUNC	Ya rd.	11.59 AM	
									N B	18.9 1.6 POINT CALUMET	11		
f 4.59		s 5.49	s 6.28						D	19.5 0.6 W. SOUTH HOLLAND	13	11.45	
4.58					8.26				N B	20.1 G. T. 0.6 R. R. THORNTON JUNC	55	11.40	
f 4.54		s 5.44	s 6.23						D	21.8 1.7 THORNTON	50	11.30	
f 4.51		s 5.41	s 6.21						D B	23.5 1.7 GLEN WOOD	22	11.20	
s 4.45		s 5.34	s 6.15	s 8.14		2.55	3.50		N B	26.7 Mich. 3.2 Cent. CHICAGO HEIGHTS	77 105	11.00	
f 4.39		s 5.29	s 6.08						D	28.8 E. J. & E 2.1 R. R. STEGER	33	10.20	
s 4.35		5.25 PM	6.05 PM	s 8.04		2.30	3.35		N B	30.4 1.6 W. CRETE	47	9.50	
									N B	33.0 2.6 GOODENOW PASSING TRACK	70		
s 4.28				s 7.56		2.05	3.20		D B	34.2 1.2 GOODENOW	23	9.05	
s 4.21				s 7.49		1.45	3.05		D B	37.6 3.4 W. BEECHER	43	8.35	
s 4.14				s 7.42		1.25	2.50		N B	41.1 3.5 SOLLITT	93 51	8.10	
s 4.07				s 7.35		1.01	2.35		D B	44.7 3.6 GRANT	45	7.55	
									N	49.8 5.1 I. I. & I. CROSSING		7.00	
s 3.55				s 7.23		12.30	2.15		N	50.0 0.2 W. MOMENCE	105	6.10	
3.53 PM				7.18		12.15 AM	2.05		N B	50.4 Brazil 0.4 Division. C&W MOMENCE JUNC	96 Yd.	6.00 AM	5.00 PM
				f 7.08					N B	55.4 2.6 KOSTER	12	4.25	
				f 7.03					N B	58.0 2.6 WICHERT	18	4.10	
				s 6.59		11.15	1.30		N B	60.2 C. C. C. 2.2 & St. L. ST. ANNE	114	3.52	
				s 6.51		10.55	1.15		N B	64.3 4.1 W. PAPINEAU	93 32	3.10	
				s 6.43		10.40	1.05		D B	67.8 3.5 MARTINTON	40	2.40	
				s 6.35		10.25	12.50		D B	71.6 3.8 PITTWOOD	27	2.07	
				s 6.24		10.00	12.32		N B	77.5 5.9 W. WATSEKA	86 65	1.25	
				s 6.15		9.30	12.15 AM		D B	81.8 T.P.&W. 4.3 R. R. WOODLAND	23	12.30 PM	
				s 6.03		9.00	11.55		N B	88.0 6.2 MILFORD	93 47	11.45	
									N B	89.4 1.4 MILFORD JUNC			
						6.00 PM			N B	92.7 3.3 CISSNA JUNCTION			
				s 5.50		5.55 PM	8.25	11.40	D B	94.3 1.6 W. WELLINGTON	93	11.00	
				s 5.40		8.00	11.25		N B	99.2 L. E. & W. 4.9 R. R. HOOPESTON	94 153	10.40	
				3.15 PM	s 5.26	7.10	11.05		N	105.7 6.5 ROSSVILLE	81	9.50	
				3.00 PM	s 5.24	7.00	11.00		N B	107.1 1.4 C&W ROSSVILLE JUNC	75 Yard	9.00	
				s 5.15		6.40	10.25		N B	111.2 4.1 ALVAN	94 38	8.20	
				s 5.09		6.30	10.15		D B	114.3 Ill. Cent. 3.1 R. R. BISMARCK	75 54	8.00	
				f 5.00					N B	118.5 4.2 WEST NEWELL	27	7.45	
				s 4.50		6.00 PM	9.45 PM		N B	123.4 Wabash 4.9 R. R. C&W DANVILLE JUNC	Ya rd.	7.30 AM	
LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	4.35 PM	LEAVE	LEAVE	LEAVE	D	124.2 C. C. C. & 0.8 St. L. R. R. DANVILLE	39	LEAVE	LEAVE
No. 14	No. 32	No. 42	No. 34	No. 172	No. 2	No. 82	No. 56	No. 58			No. 158	No. 60	No. 62

Between Danville Junction and Dolton Junction trains in either direction will use the right-hand track; in other words, north-bound trains will use east track and south-bound trains the west track.

Freight trains Nos. 55, 56, 57, 58 and 59 are given first-class rights on the time table, but must clear the time of passenger trains the same as second-class trains are required to.

FIRST CLASS

SECOND CLASS.

FIRST CLASS								SECOND CLASS.												
No. 3	No. 57	No. 521	No. 1	No. 9	No. 503	No. 93	No. 5	STATIONS.								No. 561	No. 565	No. 71	No. 567	No. 563
Mail and Express	Fast Fr't.	T. H. & L. Passenger.	Mail & Exp.	Local Passenger.	T. H. & L. Passenger.	Chicago & Florida Limited	Nashville Limited.	Telegraph Office	Block Stations.	DISTANCE FROM CHICAGO.	Time Table No. 56.	PASSING SIDINGS, CAR CAPACITY.	STATION SIDINGS, CAR CAPACITY.	T. H. & L.	T. H. & L.	Local Freight.	T. H. & L.	T. H. & L.		
Daily.	Daily.	Daily Ex. Sunday.	Daily Ex. Sunday.	Daily Ex. Sunday.	Daily Ex. Sunday.	Daily.	Daily.							Daily.	Daily Ex. Monday.	Daily Ex. Sunday.	Daily.	Daily Ex. Sunday.		
LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE							LEAVE	LEAVE	LEAVE	LEAVE	LEAVE		
3.45 AM	4.00 AM		12.15 PM			4.05 PM	10.17 PM	D	124.2	DANVILLE	Ya rd									
3.48	4.04		12.35			4.08	10.20	N B	123.4	DANVILLE JUNC	Ya rd					8.00 AM				
3.50	4.08		12.40			4.10	10.23	N B	125.3	GLASS FACTORY	Ya rd					8.07				
			12.45			4.17	10.29		126.5	BREWER	70 12					8.10				
f 3.56	4.20		12.50						129.2	RILEYSBURG	22					8.20				
			12.54					N B	131.2	GESSIE	100 13					8.35				
			1.01						132.7	DOUBLING TRACK	30									
4.04	4.35		1.06			4.26	10.38	D B	134.6	PERRYSVILLE	33					8.50				
s 4.10	4.47		1.15			4.32	s 10.44	N B	137.1	DICKASON	90 13					9.00				
4.14	5.00		1.20			4.36	10.48	N B	141.4	CAYUGA	22 42					10.30				
s 4.18	5.07		1.25			4.40	f 10.52	N B	144.3	WALNUT GROVE						10.45				
			1.30						147.1	NEWPORT	110 20					11.15				
4.23	5.15		1.33			4.46	10.58		149.7	DORNER	24									
			1.37						151.0	WORTHY	70 30					12.08 PM				
			1.41						152.4	JONESDALE	35									
			1.47						153.0	RUSSELL SWITCH	15									
s 4.28	5.20		1.58			4.51	s 11.04	D	153.6	WEST MONTEZUMA	56					12.45				
			2.01						154.8	HILLSDALE	131 36					1.10				
f 4.36	5.34		2.07			4.57	11.09	N B	155.7	LOCAN	26					1.41				
			2.15						158.6	SUMMIT GROVE	70 10					2.15				
			2.18						159.9	SAND PIT	16									
			2.22						160.6	NORTON CREEK	Min es									
			2.28						162.0	STORAGE TRACKS	Min es									
s 4.46	5.45		2.30 PM			5.05	s 11.16	N B	162.5	HUNTS SWITCH	Min es									
			2.35						163.2	CLINTON	120 160					3.13				
f 4.56	5.56		2.40			5.12	11.23	D B	164.4	LYFORD	50 Mine					3.45				
			2.45						167.6	ATHERTON	50 12					4.00				
			2.50						168.3	KEELERS	Mine									
s 5.06	6.13	11.08 AM	2.55	5.07 PM	4.42 PM	5.19	11.29	N B	170.2	EVANS LANE	8									
5.10		f 11.06	f 2.18	s 5.10	f 4.45				172.0	OTTER CREEK JC	123	4.18 AM	8.30 AM	4.30	5.50 PM	6.45 PM				
5.12	6.20	11.08	f 2.22	f 5.14	4.47	5.23	11.34		173.5	ELLSWORTH	34					6.50				
5.19	6.30 AM	11.13	2.28	5.18	4.53	5.28	11.38	N B	174.5	DEWEY	70	4.35 AM	8.40 AM	4.38	6.00 PM	7.07 PM				
5.20 AM		11.15 AM	2.30 PM	5.20 PM	4.55 PM	5.30 PM	11.39 PM	N B	177.5	TERRE HAUTE YD.	Ya rd				4.45 PM					
ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE		177.8	TERRE HAUTE										
No. 3	No. 57	No. 521	No. 1	No. 9	No. 503	No. 93	No. 5							No. 561	No. 565	No. 71	No. 567	No. 563		

Between Glass Factory and Gessie and between Cayuga and Newport, trains in either direction will use the right hand track; in other words, north bound trains will use the east track and south bound trains the west track.
 Engine and train men must carefully observe classification signals and markers carried by trains on double track, and must not leave double track until it is known that all trains due which have the right of track have arrived or departed.

Freight trains Nos. 57 and 58 are given first-class rights on the time table, but must clear the time of passenger trains the same as second-class trains are required to.
 Clinton mine engines will work between Lyford and Summit Grove under protection of Hall Signals and without train orders, keeping clear of first class trains.
 North-bound trains have right of track over south-bound trains of the same class.
 When No. 10 and No. 57 meet at Dewey, No. 10 will take siding.

FIRST CLASS

SECOND CLASS

FIRST CLASS								SECOND CLASS										
No. 4	No. 6	No. 514	No. 10	No. 92	No. 2	No. 508	No. 58	STATIONS.		No. 564	No. 72	No. 562	No. 76	No. 566	No. 568	No. 78		
Mail and Express	Nashville Limited.	T. H. & L. Passenger.	Local Passenger.	Chicago & Florida Limited	Mail & Exp.	T. H. & L. Passenger.	Fast Fr't.			T. H. & L.	Local Fr't.	T. H. & L.	Fast Fr't.	T. H. & L.	T. H. & L.	Fast Freight		
Daily.	Daily.	Daily Ex. Sunday.	Daily Ex. Sunday.	Daily.	Daily Ex. Sunday.	Daily Ex. Sunday.	Daily			Daily Ex. Sunday.	Daily Ex. Sunday.	Daily.	Daily Ex. Monday.	Daily Ex. Sunday.	Daily.	Daily Ex. Sunday.		
ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE			ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE		
					4.35 PM			D	124.2	DANVILLE	Ya rd							
2.10 AM	5.35 AM			12.50 PM	4.30		9.00 PM	NB	123.4	C. C. & St. L. R'y. O. & W. DANVILLE JUNC.	Ya rd	6.00 PM	4.15 PM			3.55 AM		
2.06	5.31			12.47	4.26		8.53	NB	125.9	Wabash R'y. 1.9 C. C. & St. L. GLASS FACTORY	Ya rd	5.45	4.08			3.48		
2.03	5.28			12.45	4.23		8.50	W	126.5	BREWER	70 12	5.35	3.40			3.20		
f 1.58					f 4.19				129.2	RILEYSBURG	22	5.20						
f 1.54	5.21			12.38	s 4.17		8.35	NB	131.2	GESSIE	100 13	5.05	3.15			3.00		
									132.7	DOUBLING TRACK	30							
f 1.47					s 4.07			DB	134.6	PERRYSVILLE	33	4.45						
1.43	5.11			12.29	f 4.03		8.12	NB	137.1	DICKASON	90 13	4.26 4.03	2.35			2.10		
s 1.35	s 5.04			12.22	s 3.55		8.00	NB	141.4	CAYUGA	22 42	3.30	2.15			1.45		
f 1.28	5.00			12.18	3.49		7.50		144.3	T. St. L. & 2.9 K. C. R.R. W WALNUT GROVE		2.30	2.00			1.28		
s 1.22	f 4.54			12.14	s 3.44		7.43	NB	147.1	NEWPORT	110 20	2.10	1.45			12.50		
f 1.17					f 3.39				149.7	DORNER	24							
f 1.14	4.48			12.08	f 3.36		7.33		151.0	WORTHY	70 30	1.33	1.33			12.25 AM		
									152.4	JONESDALE	35							
									153.0	RUSSELL SWITCH	10							
f 1.08					s 3.32			D	153.6	WEST MONTEZUMA	56	12.45						
s 1.06	s 4.43			12.02 PM	s 3.29		7.24	NB	154.8	HILLSDALE	131 36	12.02 PM	1.10			11.59		
									155.7	I. D. & W. R. R. LOCAN	26							
f 12.59	4.36			11.57	f 3.22		7.12	NB	158.6	SUMMIT GROVE	70 10	10.45	12.45			11.45		
									159.9	SAND PIT	16							
									160.6	NORTON CREEK	Min es							
									162.0	STORAGE TRACK	Min es							
									162.5	HUNTS SWITCH	Min es							
s 12.49	s 4.30			s 11.50	s 3.13		7.00	NB	163.2	CLINTON	120 160	10.15	12.25			11.16		
12.47					f 3.10				164.4	LYFORD	50 Mine	9.15	12.05 PM					
f 12.40	4.23			11.43	s 3.00		6.48	DB	167.6	ATHERTON	50 12	9.00	11.55			10.50		
									168.3	KEELERS	Mine							
									170.2	EVANS LANE	8							
s 12.30	4.18	6.13 AM	6.25 AM	11.35	s 2.53	2.15 PM	6.35	NB	172.0	OTTER CREEK JC	123	6.03 AM	8.30	11.26 AM	11.35 AM	6.20 PM	10.05 PM	10.30 PM
12.28		f 6.09	s 6.22		f 2.51	f 2.09			173.5	T. H. & L. R. R. ELLSWORTH	34							
12.24	4.14	6.06	f 6.20	11.30	2.49	f 2.06	6.23	NB	174.5	T. H. & L. R. R. DEWEY	70	5.55 AM	8.15	11.16 AM	6.09 PM	9.50 PM		
12.21	4.11	6.01	6.15	11.26	2.46	2.02	6.10 PM	NB	177.5	C. C. & 3.0 St. L. R.R. C. & W. TERRE HAUTE Y'D.	Ya rd	8.00 AM						
12.20 AM	4.10 AM	6.00 AM	6.10 AM	11.25 AM	2.45 PM	2.00 PM		N	177.8	ST. L. V. & 3 T. H. R.R. TERRE HAUTE								
LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE					LEAVE	LEAVE	LEAVE	LEAVE	LEAVE		
No. 4	No. 6	No. 514	No. 10	No. 92	No. 2	No. 508	No. 58					No. 564	No. 72	No. 562	No. 76	No. 566	No. 568	No. 78

Between Newport and Cayuga, and between Gessie and Glass Factory, trains in either direction will use the right hand track; in other words, north bound trains will use the east track and south bound trains the west track.

Engine and train men must carefully observe classification signals and markers carried by trains on double track, and must not leave double track until it is known that all trains due which have the right of track have arrived or departed.

Freight trains Nos. 57 and 58 are given first-class rights on the time table, but must clear the time of passenger trains the same as second-class trains are required to.

Clinton mine engines will work between Lyford and Summit Grove under protection of Hall signals and without train orders, keeping clear of first-class trains.

When No. 10. and No. 57 meet at Dewey, No. 10 will take siding.

North-bound trains have right of track over south-bound trains of the same class.

North-bound trains must not exceed a speed of 20 miles per hour approaching Vandalia switch just south of Otter Creek Junction depot.

SECOND CLASS.		FIRST CLASS.				Telegraph Offices.	DISTANCES FROM ROSSVILLE JCT.	STATIONS.				PASSING SIDINGS. CAR CAPACITY.	STATION SIDINGS. CAR CAPACITY.	FIRST CLASS.				SECOND CLASS.	
No. 173	No. 171	No. 105	No. 101	No. 155	No. 103			No. 106	No. 102	No. 158	No. 104			No. 172	No. 174				
Local Freight	Mixed.	Local Psgr.	Mail & Ex.	Fast Fr't	Texas Train	Local Psgr.	Mail & Ex.	Fast Fr't	Texas Train	Mixed.	Local Frt.								
Daily Ex. Sunday.	Daily Ex. Sunday.	Daily Ex. Sunday.	Daily Ex. Sunday.	Daily Ex. Monday	Daily	Daily Ex. Sunday.	Daily Ex. Sunday.	Daily Ex. Saturday.	Daily	Daily Ex. Sunday.	Daily Ex. Sunday.								
LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE								
	6.25 AM			3.30 AM															
	6.45			3.48				10.05		2.15									
	7.03			4.03				9.48		1.55									
	7.21			4.17				9.32		1.35									
	7.45			4.37				9.12		1.05									
	7.56			4.45				9.00		12.50									
	9.10			4.57				8.47		12.33									
	9.26			5.02				8.43		12.25									
	9.32			5.15				8.23		12.05 PM									
	9.49			5.25				8.13		11.50									
	10.01			5.35				8.05		10.45									
	10.45	7.00 PM	1.54 PM	4.54 AM				3.18 PM	12.56 AM										
	11.00			5.40				8.00		12.54									
	11.45			5.53				7.38		10.40									
	12.15 PM			6.01				7.33		10.10									
	12.50			6.11				7.22		9.55									
	1.35			6.24				6.57		9.30									
	2.05			6.31				6.48		9.05									
	2.33			6.40				6.48		8.50									
	2.57			6.55				6.22		8.32									
	3.30			7.10				6.05		8.00									
	3.42			7.23				5.51		7.10									
	7.00 AM	4.00 PM		7.45				5.15		6.30									
	8.06			8.15 PM				5.40		6.05 AM	4.00 PM								
	8.45			3.20				5.15		11.40									
	9.10			8.06				5.15		11.28									
	9.30			8.20				5.02		11.20									
	10.30			8.38				4.50		11.11									
	10.45			8.50				4.40		11.04									
	11.50			9.05				4.23		10.55									
	12.15 PM			9.25				4.01		10.44									
	12.52			9.40				4.01		10.36									
	1.30			9.55				3.40		10.26									
	1.55			10.00				3.25		10.24									
	2.40			10.25				3.20		10.24									
	3.10			10.40				3.20		10.24									
	3.30			10.55				3.20		10.24									
	4.30			11.15				3.20		10.24									
	5.00 PM			11.56				3.20		10.24									
ARRIVE	ARRIVE			5.20 PM	12.20 PM	8.10 AM		11.45 AM	1.30 PM	9.17 PM	6.00 AM								
No. 173	No. 171	No. 105	No. 101	No. 155	No. 103.			No. 106	No. 102	No. 158	No. 104	No. 172	No. 174						

Freight Trains Nos. 155 and 158 are given first-class rights on the time table, but must clear the time of first-class passenger trains, the same as second-class trains are required to.

All trains must approach Okaw and Kaskaskia River Bridges, and pass over same, under control. North-bound freight engines to take water at Shelbyville or Okaw tanks, must bring trains to a full stop south of the bridges, be cut off and go over light. This to avoid the possibility of a sectional collision on the bridge.

Wabash trains will use C. & E. I. track between Altamont Junction and Altamont, not exceeding six miles per hour and UNDER FLAG, and must keep entirely clear of all C. & E. I. regular trains. C. & E. I. extras will keep a sharp lookout between these points for Wabash trains moving under flag.

At the I. C. Crossing, Henning; the T. H. & P. Crossing, Arthur; the I. C. and Wabash Crossings, Sullivan; and the B. & O. S. W. Crossing, Altamont, there are no fixed signals. All trains must stop before crossing.

North-bound trains have right of track over south-bound trains of the same class.

Second Class			First Class			Telegraph Offices	Distance from Rossville Junct.	Time Table No. 56.			Passing Siding Car Capacity	Station Siding Car Capacity	First Class			Second Class		
No. 179	No. 177	No. 175	No. 155	No. 101	No. 103			STATIONS.					No. 102	No. 104	No. 158	No. 176	No. 178	No. 180
Local Freight.	Local Freight.	Local Freight.	Fast Freight.	Mail and Express.	Texas Train.				Mail and Express.	Texas Train.	Fast Freight.	Local Freight.	Local Freight.	Local Freight.				
Daily Ex. Sunday.	Daily Ex. Sunday.	Daily Ex. Sunday.	Daily Ex. Monday.	Daily Ex. Sunday.	Daily.				Daily Ex. Sunday.	Daily.	Daily Ex. Saturday.	Daily Ex. Sunday.	Daily Ex. Sunday.	Daily Ex. Sunday.				
LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE				ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE				
		6.00 AM	4.00 PM	5.40 PM	8.30 AM	N	133.5	C & W.....	ST. ELMO		115							
		6.20	4.20	5.48	8.40	D	138.8		ST. JAMES		63	24	11.15	8.45	12.27	3.30		
		6.35	4.34	5.55	8.46	D	142.2		LOOGOOTEE		20	20	11.08	8.37	12.10 PM	3.05		
		6.52	4.44	6.01	8.51	D	144.7		ST. PETER		66	20	11.03	8.31	11.57	2.50		
		7.30	5.10	6.15	9.04	N	151.5	W	KINMUNDY		75	21	10.50	8.15	11.22	2.10		
		8.05	5.33	6.25	9.16	D	157.3	I. C.	BRUBAKER		70	24	10.40	8.02	10.55	1.35		
		9.26	5.55	6.36	9.26	N	162.8		SALEM		51	60	10.28	7.48	10.28	1.00		
		9.58 10.15	6.20	6.49	9.39	D	169.1	W	L. S. R. R. B. & O. S. W. R. R.		19	19	10.15	7.35	9.58	12.20 PM		
		10.25	6.35	6.56	9.45	D	172.5		CARTTER		75	18	10.08	7.26	9.45	11.55		
		10.45	6.50	7.05	9.53	D	176.2		KELL		75	25	10.03	7.18	9.17	11.25		
		11.10	7.11	7.11	9.58	D	178.2		TEXICO		61	25	9.58	7.11	9.10	11.10		
		12.15 PM	7.40	7.22	10.15	N	184.7	W	MILTON		70	49	9.43	6.55	8.45	10.15		
		12.53	8.10	7.39	10.30	D	192.7	So. Ry., W. C. & W. Ry.	MT. VERNON		25	25	9.25	6.35	8.05	9.25		
		1.17	8.20	7.46	10.37	D	196.3		BONNIE		75	27	9.17	6.25	7.52	9.00		
		1.32	8.32	7.55	10.45	D	200.8	W	INA		34	34	9.06	6.13	7.35	8.35		
		2.28	8.57	8.09	10.57	N	207.1	I. C.	WHITTINGTON		65	25	8.52	5.56	7.05	7.55		
		3.15	9.20	8.23	11.12	D	214.1		BENTON		63	42	8.35	5.38	6.35	7.10		
						N	218.8		WEST FRANKFORT		35	35	8.23	5.25	6.05	6.35		
		3.54	9.40	8.35	11.22	N	219.7	I. C.	DOUBLING TRACK		Wye							
						N	220.4		JOHNSTON CITY									
		4.15	10.00	8.42	11.28	N	223.1	C	JOHNSTON CITY JUNCT.									
		8.30 AM	4.30 PM	8.47	11.35	N	225.6	I. C.	SPILLERTOWN									
		9.02	11.05	8.58	11.45	D	230.8	W	MARION		49	313	8.10	5.10	5.35	6.00 AM	7.10 PM	
		9.50	11.36	9.14	12.01 PM	N	238.3	W	HUDGENS		44	52	7.58	4.56	5.05	6.35		
		10.35	12.10 AM	9.30	12.16	D	245.5	W	GOREVILLE		48	52	7.43	4.37	4.25	5.45		
		10.55	12.24	9.37	12.22	D	248.7	W	BUNCOMBE		31	31	7.28	4.20	3.46	4.55		
		11.30	12.45 AM	9.43	12.34	N	254.3	W	WEST VIENNA		24	24	7.21	4.10	3.30	4.35		
3.30 AM	12.34 PM					N	254.3	W	CYPRESS		48	190	7.09	3.55	3.00 AM	3.55	7.00 PM	
3.40	12.51 PM			9.51	12.38	N	256.7	Wye	JOPPA JUNCTION									
3.55				10.00	12.44	D	260.1		PERKS		50	25	6.57	3.40			6.20	
4.15				10.13	12.54	D	265.5		ULLIN SPUR		10		6.46	3.26				
				10.15	12.55	D	266.2		ULLIN (Overhead R. R. Crossing)				6.44	3.24			5.40	
5.00				10.27	1.05	N	271.8	W	TAMMS		54	46	6.32	3.10			5.00	
5.25				10.40	1.18	D	278.3	M. & O.	OLIVE BRANCH		39	30	6.19	2.50			4.10	
5.42				10.50	1.27	D	282.7		SANTA FE				6.09	2.40			3.33	
6.00 AM	ARRIVE	ARRIVE	ARRIVE	11.00 PM	1.40 PM	N	287.0	C & W	THEBES		Yard	50	6.00 AM	2.30 PM	LEAVE	LEAVE	3.00 PM	
No. 179	No. 177	No. 175	No. 155	No. 101	No. 103								No. 102	No. 104	No. 158	No. 176	No. 178	No. 180

Freight trains Nos. 155 and 158 are given first-class rights on the time table, but must clear the time of first-class passenger trains the same as second-class trains are required to.

North-bound trains have right of track over south-bound trains of the same class.

When freight trains meet at Kinmundy the north-bound train will take siding, heading in at the south end of the passing track. This to avoid danger of and from the north-bound train breaking in two.

Illinois Central trains will use C. & E. I. tracks between Johnston City Junction and Johnston City, not exceeding six miles per hour and UNDER FLAG, and must keep entirely clear of all C. & E. I. regular trains. C. & E. I. extras will keep a sharp look out between these points for Illinois Central trains moving under flag.

Trains must not exceed schedule time between Goreville and West Vienna.

All trains must approach Joppa Junction under full control.

At the I. C. Crossings at Benton and Marion there are no fixed signals. All trains must stop before crossing.

SECOND CLASS					FIRST CLASS.			BLOCK STATIONS TELEGRAPH STATIONS.	DISTANCE FROM CHICAGO.	Time Table No. 56. STATIONS.	DISTANCE FROM BRAZIL.	Passing Sidings Car Capacity.	Station Sidings Car Capacity.	FIRST CLASS.			SECOND CLASS.				
No. 283	No. 281	No. 275	No. 273	No. 271	No. 201	No. 213	No. 209							No. 210	No. 214	No. 202	No. 272	No. 274	No. 276	No. 282	No. 284
Local Freight.	Mail and Mixed	Coal Train.	Local and Stock Fr't.	Local Freight.	Miners.	Veedersburg Accommodati'n	Mail and Express.							Mail and Express.	Chicago Accommodati'n	Miners.	Local Freight.	Local and Stock Fr't.	Coal and Stock Train.	Mail and Mixed.	Coal Train.
Daily Ex. Sunday.	Daily Ex. Sunday.	Daily.	Daily Ex. Sunday.	Daily Ex. Sunday.	Daily Ex. Sunday.	Daily Ex. Sunday.	Daily Ex. Sunday.							Daily Ex. Sunday.	Daily Ex. Sunday.	Daily Ex. Sunday.	Daily Ex. Sunday.	Daily Ex. Sunday.	Sunday Only.	Daily Ex. Sunday.	Daily Ex. Sunday.
LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE						
		3.15 AM	5.00 AM	6.30 AM		3.33 PM	12.15 PM	N	50.4	W...MOMENCE JUNC...C	129.9	Yard		11.45 AM	3.53 PM		4.10 PM	5.40 PM	7.30 PM		
		3.35	5.10	6.50		3.43	12.22		55.3	PEMBROKE	125.0	25	f 11.31	f 3.43		4.00	5.22	7.10			
		4.00	5.20	s 7.10		3.50	12.28	D	59.0	HOPKINS	121.3	49	s 11.23	s 3.36		3.50	5.15	7.00			
		4.15	5.28	f 7.25		4.01	12.37		64.3	W...POGUE	116.0	31	f 11.12	f 3.26		3.26	5.00	6.45			
		4.30	5.36	s 7.50		4.10	12.45	D	68.6	MOROCCO	111.7	57	s 11.03	s 3.17		3.05	4.50	6.30			
		4.40	5.43	f 8.00		4.16	12.51		71.9	BEAVER CITY	108.4	16	f 10.56	f 3.10		2.35	4.40	6.15			
		5.00	5.51	s 8.40		4.24	12.58	D	75.8	BROOK	104.5	50	s 10.48	s 3.02		2.25	4.24	6.00			
		5.10	5.56	f 8.50		4.31	1.03		79.2	WEISHAARS	101.1	13	f 10.41	f 2.55		1.51	4.13	5.40			
Lv. 12.20 PM	11.25 AM	5.20	6.05	s 9.00		4.37	1.09		81.6	W...PERCY JUNC...C	98.7	50	s 10.36	s 2.49		1.45	4.06	5.30	Ar. 1.20 PM	11.25 AM	
Ar. 12.30 PM	11.55 AM	5.35	s 7.00	Ar. 9.30 AM		4.42	1.17	D	84.2	P. C. C. & St. L. R.R.	96.1	55	s 10.31	s 2.43		1.30 PM	4.00	5.15	Lv. 12.40 PM	10.40 AM	
		6.00	s 7.15			4.52	1.27	D	89.4	WADENA	90.9	19	s 10.18	s 2.33			3.40	4.45			
		6.10	s 7.25			4.56	1.32	D	91.4	W...LOCHIEL	88.9	47	s 10.13	s 2.29			3.30	4.40			
		6.20	s 7.35			5.02	1.37	D	94.3	BARCE	86.0	42	s 10.07	s 2.24			3.20	4.30			
		6.30	s 7.45			5.07	1.42	N	96.9	C. C. C. & St. L. R.R.	83.4	60	s 10.01	s 2.19			3.10	4.20			
		6.50	s 8.00			5.16	1.51	N	101.8	L. E. & W. R. R.	78.5	75	s 9.51	s 2.10			2.46	3.45			
		7.05	s 8.20			5.25	2.01	D	106.8	W...OXFORD	73.5	35	s 9.41	s 2.01			2.01	3.25			
		7.45	s 8.45			5.37	2.10	D	112.3	PINE VILLAGE	68.0	45	s 9.28	s 1.52			1.40	3.05			
		7.55	f 9.00			5.43	2.16		115.5	W...WINTHROP...C	64.8	15	f 9.20	f 1.44			1.00	1.40			
		7.57	f 9.18			5.44	2.19		116.5	KICKAPOO	63.8	44	f 9.18	f 1.42			12.50	1.35			
		8.05	s 10.00			5.51	2.26	D	118.6	Wabash Railroad	61.7	21	s 9.14	s 1.39			12.40	1.25			
		8.30	f 10.25			5.59	2.36		122.6	ATTICA	57.7	45	f 9.01	f 1.29			12.05 PM	1.05			
		8.35	f 10.35			6.02	2.40		124.9	ROB ROY	55.4	21	f 8.57	f 1.26			11.55	12.55			
		8.53	s 10.45			6.06	2.44	D	127.2	AYLSWORTH	53.1	70	s 8.53	s 1.22			11.45	12.45			
		9.10	s 11.25			6.15 PM	2.55	N	131.3	W...STONE BLUFF	49.0	47	s 8.45	1.15 PM			11.25	12.30			
		9.40	s 12.15 PM				3.09	D	138.4	F. St. L. & E. C. R. R. & C. C. & St. L. R. R.	41.9	53	s 8.31				10.15	12.01 PM			
		10.00	s 12.35				3.15	D	141.6	VEEDERSBURG	38.7	49	s 8.24				10.00	11.45			
		10.20	s 12.55				3.23	D	145.7	YEDDO	34.6	22	s 8.15				9.40	11.15			
		10.45	s 1.10				3.35	D	151.8	W...KINGMAN	28.5	55	s 8.03				9.20	10.45			
		10.55	f 1.20				3.41		155.3	TANGIER	25.0	110	f 7.56				9.10	10.30			
		11.00	1.26				3.46		157.8	WEST UNION	22.5	Mine	f 7.50				9.00	10.13			
		11.10	s 1.40				3.51	D	159.7	WESTMELCHER	20.6	47	s 7.47				8.55	10.10			
		11.30	s 2.00				4.01	D	165.8	PERRYS MINE	14.5	Mine	s 7.36				8.10	9.35			
		11.40	s 2.10				4.06	D	167.7	MECCA	12.6	77	s 7.30				8.00	9.25			
		12.01 PM	s 2.25			4.30 PM	4.15	B N	172.1	T. H. & L. R.R.	8.2	Mine	s 7.20				7.45	9.05			
						4.32			173.4	C. C. C. & St. L. R. R.	6.9	Mine					6.00				
						4.38			175.5	COAL BLUFF	4.8	Mine					5.53				
						4.40			176.7	CHICAGO MINE	3.6	Mine					5.48				
						4.42			177.4	McCLELLAND	2.9						5.46				
						4.44			178.2	MATTHEWS	2.1						5.44				
		12.40 PM	3.00 PM			4.53	s 4.30	B N	179.7	BRIDGE No. 3	.6		s 7.05				7.20 AM	8.30 AM			
						4.58 PM	4.35 PM	D	180.3	HARPERS LANE	0.0	Yard	7.00 AM	5.35 AM							
ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE			BRAZIL			LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	LEAVE	
No. 283	No. 281	No. 275	No. 273	No. 271	No. 201	No. 213	No. 209						No. 210	No. 214	No. 202	No. 272	No. 274	No. 276	No. 282	No. 284	

SPECIAL RULES.

No. 282 and No. 284 lose rights between Percy Junction and Goodland after 2 P. M.
 No. 281 has right of track over all trains except No. 210 and No. 214 between Percy Junction and Goodland.
 No. 202 loses rights after 7:30 A. M.

North-bound trains have absolute right of track over south-bound trains of same or inferior class.

OHIO RIVER BRANCH.

ST. ELMO DIVISION.

SOUTH BOUND SECOND CLASS.		Telegraph Offices.	DISTANCE FROM JOPPA JUNCTION.	Time Table No. 56.		DISTANCE FROM JOPPA.	SIDINGS, NO. CARS.	NORTH BOUND SECOND CLASS.	
No. 177	Local Frt.			STATIONS.				No. 178	Local Frt.
Daily Ex. Sunday.								Daily, Ex. Sunday.	
LEAVE 12.51 PM			0.0	JOPPA JUNCTION	15.7	Wye		ARRIVE. 3.35 PM	
f 12.54			1.0	RAGO	14.7	15 f		3.32	
s 1.07	D		3.9	OAKTOWN (Big 4 Crossing)	11.8	5 s		3.12	
s 1.23	D		8.0	BOAZ	7.7	40 s		2.55	
f 1.33			10.2	GRINNELL	5.5	f		2.40	
1 54 PM ARRIVE	D		15.7	JOPPA	0.0	Yd.		2.27 PM LEAVE	
No. 177								No. 178	

North bound trains have right of track over south bound trains of the same class, except that No. 177 has right of track over No. 178 between Joppa Junction and Joppa.

BRAZIL BRANCH.

BRAZIL DIVISION.

SOUTH BOUND.				Block Stations.	Telegraph Stations.	DISTANCE FROM CHICAGO.	Time Table No. 56.		DISTANCE FROM OTTER CREEK JCT.	PASSING SIDING, CAR CAPACITY.	STATION SIDING, CAR CAPACITY.	NORTH BOUND.	
SECOND CLASS		FIRST CLASS.					STATIONS.					FIRST CLASS.	SECOND CLASS.
No. 279	No. 277	No. 209	No. 203									No. 204	No. 210
Coal Train.	Coal Train.	Mail and Express.	Miners.									Miners.	Mail and Express.
Daily Ex. Sunday.	Daily Ex. Monday.	Daily Ex. Sunday.	Daily Ex. Sunday.									Daily Ex. Sunday.	Daily Ex. Sunday.
LEAVE 9.15 PM	LEAVE 10.45 AM	LEAVE 4.35 PM	LEAVE 6.00 AM	B	N	180.3	C&W... BRAZIL	12.7	Yard			ARRIVE 4.15 PM	ARRIVE 7.00 AM
			6.30			184.2	T. H. & L. 3.9 Collins Mine Track	8.8	Mine			4.03	
9.40	11 10	s 4.50	6.40 AM	B	N	187.6	W. EHRMANNDALE	5.4	7			3.40 PM	s 6.45
9.53	11.18					189.6	Burnett Passing Track	3.4	79				
9.55	11.20	s 4.57				190.1	BURNETT	2.9	7			s 6.35	
10.10 PM ARRIVE	11.35 AM ARRIVE	5.07 PM ARRIVE		B	N	193.0	C. C. C. 2.9 OTTER CREEK JCT. & St. L. T. H. & L.	0.0	123			6 25 AM LEAVE	
No. 279	No. 277	No. 209	No. 203									No. 204	No. 210

North bound trains have right of track over south bound trains of same or inferior class, except that No. 209 has right of track over No. 204. No. 203 loses right after 6.50 a. m. All trains must keep sharp lookout for Vandalia trains occupying the crossing at Otter Creek Junction.

LA CROSSE BRANCH.

BRAZIL DIVISION.

SOUTH BOUND			Telegraph Offices.	Distance from La Crosse.	Time Table No. 56.		Distance from Goodland.	Passing Sidings Car Capacity.	Station Sidings Car Capacity.	NORTH BOUND.	
SECOND CLASS					STATIONS.					SECOND CLASS.	
No. 283	No. 281									No. 282	No. 284
Local Freight.	Mail and Mixed.									Local, Mail and Mixed.	Coal Train.
Daily Ex. Sunday.	Daily Ex. Sunday.									Daily Ex. Sunday.	Daily Ex. Sunday.
LEAVE 8 00 AM	LEAVE 7.25 AM	D	0.0	LA CROSSE	48.7	60	25			ARRIVE 6.00 PM	ARRIVE 3 00 PM
8.20	s 7.45	N	3.4	WILDERS	45.3	22	17 s			5.30	2.35
8.35	f 7.55		8.2	BURKES	40.5	10	10 f			5.12	2.20
9.00	s 8.15	D	9.7	DUNNS	39.0	24	s			5.05	2.10
9.10	s 8.50	D	13.1	WHEATFIELD	35.6	60	s			4.50	1.55
9.25	s 9.05	D	16.9	ZADOC	31.8		s			4.30	1.35
9.55	s 9.20	D	18.8	KNIMAN	29.9	30	s			4.20	1.30
10.05	f 9.27		21.5	VIRGIE	27.2	13	f			4.09	1.20
10.15	f 9.32		23.4	MOFFITTS	25.3	5	f			4.02	1.15
10.35	s 9.50	D	26.5	FAIR OAKS	22.2	50	s			3.50	1.00
11.25	s 10.25	D	35.6	MOUNT AYR	18.1	39	9 s			2.40	12.15 PM
11.40	f 10.40		39.5	JULIAN	9.2	20	f			2.10	11.59
11.50	s 11.00	D	41.5	FORESMAN	7.2	35	s			1.55	11.50
12.20 PM ARRIVE	11.25 AM ARRIVE		46.1	PERCY JCT.	2.6	50	57			1.20 PM LEAVE	11.25 AM LEAVE
No. 283	No. 281									No. 282	No. 284

North bound trains have right of track over south bound trains of the same class.

CISSNA PARK BRANCH.

CHICAGO DIVISION.

SOUTH BOUND SECOND CLASS.					Time Table No. 56.	NORTH BOUND SECOND CLASS.						
No. 83	No. 81	Telegraph Offices.	DISTANCE.	STATIONS.		DISTANCE.	STAT'N SIDINGS. CAR CAPACITY.	No. 80	No. 82	Telegraph Offices.	DISTANCE.	STAT'N SIDINGS. CAR CAPACITY.
Mixed.	Mixed.							Mixed.	Mixed.			
Daily Ex. Sunday.	Daily Ex. Sunday.						Daily Ex. Sunday.	Daily Ex. Sunday.				
LEAVE 3.00 PM	LEAVE 5.00 AM	D	0.0	C.&W. CISSNA PARK	11.1	40	ARRIVE 12.02 PM	ARRIVE 6.40 PM				
s 3.10	s 5.08	D	3.7	CLAYTONVILLE	7.4	23	s 11.50	s 6.25				
s 3.17	s 5.15	D	5.7	GOODWINE	5.4	25	s 11.45	s 6.20				
s 3.25	s 5.20		6.7	HICKMAN	4.4	25	s 11.43	s 6.15				
3.50 PM ARRIVE	5.30 AM ARRIVE		11.1	CISSNA JUNC	0.0		11.33 AM LEAVE	6.00 PM LEAVE				
No. 83	No. 81						No. 80	No. 82				

North-bound trains have right of track over South-bound trains of the same class.

MILFORD BRANCH.

CHICAGO DIVISION.

SOUTH BOUND SECOND CLASS.					Time Table No. 56.	NORTH BOUND SECOND CLASS.						
No. 87	No. 85	Telegraph Offices.	DISTANCE.	STATIONS.		DISTANCE.	SIDINGS. NO. CARS.	No. 84	No. 86	Telegraph Offices.	DISTANCE.	SIDINGS. NO. CARS.
Mixed.	Mixed.							Mixed.	Mixed.			
Daily Ex. Sunday.	Daily Ex. Sunday.						Daily Ex. Sunday.	Daily Ex. Sunday.				
LEAVE 6.15 PM	LEAVE 11.20 AM		0.0	MILFORD JUNC	10.6		ARRIVE 5.45 AM	ARRIVE 2.20 PM				
s 6.35	s 11.40		5.5	STOCKLAND	5.1	28	s 5.30	s 2.00				
s 6.45	s 11.50		8.4	DAWSON PARK	2.2	27	s 5.20	s 1.45				
7.00 PM ARRIVE	12.01 PM ARRIVE	D	10.6	FREELAND	0.0	72	5.10 AM LEAVE	1.30 PM LEAVE				
No. 87	No. 85						No. 84	No. 86				

North-bound trains have right of track over South-bound trains of the same class, except that No. 85 has right of track over No. 86.

DANVILLE-SIDELL BRANCH.

TERRE HAUTE DIVISION.

SOUTH BOUND. FIRST CLASS.					Time Table No. 56.	NORTH BOUND. FIRST CLASS.								
No. 105	No. 109	No. 101	No. 107	No. 103		Telegraph Offices.	DISTANCES FROM DANVILLE JCT.	STATIONS.	PASSING SIDINGS. CAR CAPACITY.	STATION SIDINGS. CAR CAPACITY.	No. 104	No. 106	No. 102	No. 110
Local Psgr.	Miners' Train	Mail & Ex.	Miners' Train	Texas Train							Texas Train	Local Psgr.	Mail & Ex.	Miners' Train
Daily Ex. Sunday.	Daily Ex. Sunday.	Daily Ex. Sunday.	Daily Ex. Sunday.	Daily.						Daily.	Daily Ex. Sunday.	Daily Ex. Sunday.	Daily Ex. Sunday.	
LEAVE 5.45 PM	LEAVE 3.00 PM	LEAVE 1.05 PM	LEAVE 5.55 AM	LEAVE 4.05 AM	D	0.0	DANVILLE	39		ARRIVE 10.10 AM	ARRIVE 4.10 PM	ARRIVE 5.00 PM		
s 6.05	s 3.15	s 1.21	s 6.15	s 4.20	N	0.0	C. C. C. & St. L. Ry. DANVILLE JUNC.	Yard		s 10.05	s 4.10 PM	s 5.00 PM		
s 6.21	s 3.25 PM	s 1.28	s 6.40 AM	s 4.30	D	5.4	GRAPE CREEK	42	Mine	s 1.35	s 9.49	s 3.55	s 4.35	
s 6.29	f 6.42	f 1.38	f 4.40	f 4.40	N	9.0	WESTVILLE	11		s 1.25	s 9.40	s 3.45	4.20 PM	
f 6.42	s 6.52	s 1.47	f 4.47	f 4.47	D	14.3	RIOLA	16		f 9.30	f 3.33			
s 6.52	f 6.58	f 1.53	f 4.53	f 4.53	D	18.7	INDIANOLA	21		s 9.20	s 3.25			
f 6.58	7.00 PM ARRIVE	1.54 PM ARRIVE	4.54 AM ARRIVE	4.54 AM ARRIVE	D	22.0	SCONCE			12.57	f 9.14	f 3.19		
	No. 105	No. 109	No. 101	No. 107		22.2	SIDELL JUNC	59		12.56 AM LEAVE	9.12 AM LEAVE	3.18 PM LEAVE		
	No. 105	No. 109	No. 101	No. 107						No. 104	No. 106	No. 102	No. 110	

Yard Limits for Grape Creek switching crews extend from Yard Limit Board North of Grape Creek to Yard Limit Board South of Westville Crossing. Second-class trains and extras must be under full control between these points, expecting to find the main track occupied.

Danville-Sidell Branch passenger trains must keep out of the way of Main Line passenger trains between Danville Junction and Danville.

Miners' tickets will be honored on Trains 107 and 110 only. Miners riding on other trains must present regular tickets or pay fare.

ROSSVILLE & EASTERN BRANCH.

CHICAGO DIVISION.

South Bound. SECOND CLASS.					Time Table No. 56.	North Bound. SECOND CLASS.				
No. 89	Telegraph Offices.	DISTANCE.	STATIONS.	DISTANCE.		STATION SIDINGS. CAR CAPACITY.	No. 88			
Mixed.							Mixed.			
Daily Ex. Sunday.						Daily Ex. Sunday.				
LEAVE 11.45 AM		0.0	ROSSVILLE JUNC	13.5	Yard	ARRIVE 2.45 PM				
12.15 PM		7.1	PENCE	6.4	15	2.15				
12.30 PM		10.8	FINNEY	2.7	20	2.00 PM				
ARRIVE		13.5	JUDYVILLE	0.0	30	LEAVE				
No. 89						No. 88				

North bound trains have right of track over south bound trains of the same class, except that No. 89 has right of track over No. 88.

Passenger trains must not exceed schedule time between Danville Junction and Westville.

No. 107 loses rights between Danville Junction and Westville after 7:30 A. M.

No. 110 loses rights between Westville and Danville Junction after 6:00 P. M.

North-bound trains have right of track over South-bound trains of the same class.

GENERAL INSTRUCTIONS.

RULE

- 1—Special attention is called to changes in time of all trains. Important changes have been made.
- 2—During fog or storms the speed of delayed trains must not exceed schedule time.
- 3—All trains must approach terminal stations under full control, expecting to find the main track occupied. This does not relieve Conductors, however, from protecting their trains by flag, as per rules 96 to 102 inclusive, except as per Rule 3a, below. Dolton Junction, Crete, Momence, Momence Junction, Watseka, Milford, Milford Junction, Cissna Junction, Wellington, Hoopston, Rossville, Rossville Junction, Clinton, Otter Creek Junction, Sidell Junction, Sidell, Bourbon, St. Elmo, Johnston City, Marion, Joppa Junction, Percy Junction, Goodland and Coal Bluff are terminal points for trains terminating at or starting from those stations. All trains will approach Crete, Milford Junction, Cissna Junction, Rossville Junction, Sidell Junction, Coal Bluff, Percy Junction and Joppa Junction under control, looking out for trains to and from Crete, Milford Branch, Cissna Branch, St. Louis Division, Caseyville Branch, La Crosse Branch and Ohio River Branch.
- 3a—YARD LIMITS are indicated by Yard Limit boards. See Rule 5 of instructions for each division. Second class and extra trains must approach and pass through Yard Limits under full control, expecting to find the main track occupied. The entire responsibility in such cases rests with the approaching train. It must be understood that yard limits afford no protection against first-class trains.
- 4—Attention is called to special instructions in Book of Rules and to the State law governing Railway crossings. A strict compliance therewith is required.
- 5—Special attention is called to Rules 96 to 102, inclusive, relative to the protection of trains by flag. No excuse will be accepted for violation of these rules.
- 6—Freight engines, to take water, must bring their trains to a full stop not less than 15 car lengths from the water plug or tank, and be cut off before being spotted.
- 7—Conductors are required to sign train orders, form "31", and to read each order aloud after it is completed, in the presence of the operator, who must compare his copy and see that both are all right. Conductors must hand their orders to the rear brakeman to read; the engineer must hand his to the fireman and head brakeman.
- 8—Conductors will be held responsible for checking train registers, and knowing before leaving, that all superior trains due have arrived. Conductors and engineers must examine bulletin boards and books and sign all new bulletins before commencing each trip.
- 8a—When approaching a meeting point or a point at which the train is to wait a given time for another train, enginemen will, after whistling for the station, sound one short and one long blast of the whistle (thus, —) as a signal to the conductor that the meeting point or train order has not been forgotten.
- 9—Local freight trains must stop at all stations and ascertain whether there is any work for them to do.
- 10—Extras may pass and run ahead of second class freight trains without orders.
- 11—The outlying signal at Crete affords protection only for suburban trains turning at that point. With this exception trains at stations must comply with all rules pertaining to flagging, except as per Rule 3a above.
- 12—Through passenger trains will stop to discharge passengers at local stations if they hold connecting-line tickets to such points.
- 13—When trains take siding or cross over to the opposite track to meet or be passed by other trains, the man at the switch *must* cross to the opposite side of the track from such switch and remain there until the train or trains have passed. Conductors must so instruct their brakemen, and engineers must report any violation of these instructions.
- 14—Freight brakemen must ride on top while approaching and passing through all stations, and exchange signals to know that train is intact. They must ride out *continually* from the top of Goodenow hill to Thornton Junction—the head man at least five (5) cars behind the air, and the rear man not less than ten (10) cars ahead of the caboose.
Conductors, engineers and brakemen will be held equally responsible for a violation of this rule.
- 15—All employes in the Operating Department are required to have a copy of the current time card and book of rules. These will be furnished by the heads of departments on request. No train or engine employe will be permitted to go on duty without a time card and book of rules in his possession.
- 16—Firemen must be in position to see each interlocking and out-lying signal, train order board and block signal before reaching it, and must call indication of same to engineer, saying "Red" or "All Clear," as the case may be. This will be repeated aloud by the engineer. Engineers and firemen will be held equally responsible for running signals at danger.
All freight and passenger brakemen must know positively the position of train order boards and block signals, and will be held equally responsible with conductors for passing same when red is displayed.

INSTRUCTIONS.

CHICAGO DIVISION.

RULE

- 1—REGISTER STATIONS for trains of the first-class are, Dearborn Station, Dolton Junction and Danville Junction. Conductors of first-class trains running in sections will register personally at Danville Junction Yard Office. Conductors of trains 9, 10, 13 and 14 will register at Momence Junction. Register stations for second class and extra trains are Dolton Junction and Danville Junction. Trains 55, 56, 57, 58 and 59 will register at all points which are register stations for second-class and extra trains. In addition to the above, all trains will register at their initial and terminal stations.

- 2—BULLETIN BOARDS and Books are located at Chicago, Dolton Junction, Block Station Chicago Heights, Momence Junction, Milford, Wellington, Rossville Junction and Danville Junction.
- 3—STANDARD CLOCKS are located at C. & W. I. Dispatcher's office Dearborn Station, Dolton Junction, Momence Junction, Rossville Junction, Danville Junction yard office, Dispatcher's Office Danville Junction, and Engineer's Room Danville Junction.
- 4—At Danville Junction, where crossings are not interlocked, signal indications are as follows: Passenger tracks, when semaphores are perpendicular, "Crossing is clear for C. & E. I. trains," except that at the Big Four crossing, semaphore diagonal indicates, "Crossing clear for C. & E. I. trains to or from Danville City." On the freight tracks, at the crossing of the Wabash R. R., a red ball indicates that crossing is clear for C. & E. I. trains.
- 5—YARD LIMITS—Yard Limit Boards are placed as follows; See General Instructions, Rule 3 a:

Dolton Junction	{ North bound, 1710 feet south of mile post 19.
Chicago Heights.....	{ South bound, 2460 feet north of mile post 26. North bound, 867 feet north of mile post 28.
Momence and Momence Junction.....	{ South bound, 1782 feet north of mile post 48. North bound, 2190 feet north of mile post 52.
Watseska	{ South bound, 1590 feet south of mile post 76. North bound, one mile south of passing track switch.
Wellington	{ South bound, 400 feet south of mile post 93. North bound, 1020 feet south of mile post 95.
Rossville and Rossville Junction	{ South bound, 2490 feet south of mile post 104. North bound, 270 feet north of mile post 108.
Danville Junction	{ South bound, three-quarters of a mile north of the north switch.
- 6—All trains stopping at Watseka, whether inside of yard limits or not, must protect themselves as per rule No. 99. Conductors must see personally that their flagman gets out the required distance. Engineers on second class and extra trains must approach and pass through Watseka under full control, expecting to find the main track occupied.
- 7—All trains must be under full control between Momence and Momence Junction. All north-bound trains must come to a full stop before reaching the Brazil Division switch at Momence Junction.
- 8—This Company, with other tenant lines, uses the tracks of the Chicago & Western Indiana Railroad Company between Dearborn Station and Dolton Junction. The movement of trains white on these tracks will be governed by the time card and book of rules issued by that Company, and all employes running into Chicago must have a copy of the current C. & W. I. time card and book of rules in their possession, and be conversant with the instructions contained therein. These will be furnished upon application to the Trainmaster at Dearborn Station, or to the Division Superintendent at Danville.
- 9—Freight trains Nos. 55, 56, 57, 58, 59, 155 and 158 are given first-class rights on the time table, but must clear the time of passenger trains the same as second-class trains are required to.
- 10—Trains 57 and 58 will head into the yard at Dolton Junction to set out and pick up any cars that yard master may designate.
- 11—Trains 9 and 14 will stop at 47th Street on Saturdays.
- 12—Extra trains between Dolton Junction and Danville Junction, whether starting from these or intermediate initial stations, will receive a clearance on Form 442 instead of running orders.
- 13—Freight trains Nos. 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 171 and 172 will carry passengers.
- 14—Passengers at Steger and points north of Chicago Heights for points south of Crete will be taken to Crete on Train 19 and there transferred to Train 1.
- 15—Train 2 will stop at Steger and points north of Chicago Heights to discharge passengers from points south of Crete.
- 16—South bound trains must keep a sharp lookout for helper engines returning light to Danville Junction from West Newell on the south bound track.
- 17—Through trains will stop at local stations to discharge passengers holding tickets from points on the St. Louis and St. Elmo Divisions.
- 18—North bound freight trains, except Nos. 56 and 58, must not exceed a uniform speed of fifteen (15) miles per hour between Crete and Thornton Junction. Fully 15 minutes must be used from Crete to Chicago Heights, 15 minutes from Chicago Heights to Glenwood, and 15 minutes from Glenwood to Thornton Junction. Train 56 will be limited to 25 and Train 58 to 35 miles per hour between these points. This order will be enforced strictly.
- 19—The City Ordinance of Chicago, relative to speed, divides the territory between Dearborn Station and Dolton into three districts, as follows:
 - First District,—From Dearborn Street Station to the center of 31st Street.
 - Second District,—From the center of 31st Street to the center of 51st Street.
 - Third District,—From the center of 51st Street to Dolton.
 The speed of passenger trains must not exceed 20 miles per hour through the First District; 25 miles per hour through the Second District, and 30 miles per hour through the Third District.
The speed of freight trains must not exceed 6 miles per hour through the First District; 9 miles per hour through the Second District, and 12 miles per hour through the Third District.
Switch engines being moved in making and breaking up trains are limited to speed of 9 miles per hour in all districts.
- 20—SIDINGS NOT SHOWN ON CARD—DISTANCE FROM CHICAGO— Van Zanten's Manure Track, 18.2; Law's Switch, 52.8; Carlock, 79.2.
- 21—Observe carefully all rules under General Instructions.

NOTICE.

All Trainmen and Enginemen are required to make themselves familiar with all instructions contained in the Book of Rules. Especial attention is called to the following:

RULE

- 23—Providing Signals.**—Conductors, enginemen, firemen, brakemen, station agents, telegraph operators, switchmen, switch-tenders, track foremen, road and bridge watchmen, and all other employes whose duties may require them to give signals, must provide themselves with the proper appliances, and keep them in good order and always ready for immediate use.
- 24—Flags and Lamps.**—Flags of the proper color must be used by day, and lamps of the proper color together with other necessary signals by night, or whenever from fog or other cause the day signals cannot be clearly seen.
- 25—Danger.**—Red signifies *danger*, and is a signal to stop.
- 26—Caution.**—Green and Red displayed together signifies *caution*, and is a signal to go slowly.
- 27—Safety.**—Green signifies *safety*, and is a signal to go on.
- 28—Flag Stations.**—Green and white is a signal to be used to stop trains at flag stations for passengers or freight.
- 29—Blue Signal.**—A *Blue* signal must be placed on a car, engine or train to forbid its being moved.
- 30—Torpedoes.**—An explosive cap or torpedo, placed on the top of the rail, is a signal to be used in addition to the regular signals.
The explosion of *one* torpedo is a signal to *stop* immediately; the explosion of *two* torpedoes is a signal to *reduce speed* immediately, and look out for a danger signal or a train ahead, for a distance of one mile.
- 31—Fuses.**—A fusee is a signal to be used in addition to torpedoes or other signals, in case of accident or emergency.
A train finding a fusee burning upon the track must come to a stop, and not proceed until it is burned out.
- 32—Other Danger Signals.**—A flag or lamp swung across the track, a hat or any object waved violently by any person on the track, signifies danger and is a signal to stop.

TRAIN SIGNALS.

- 33—Markers.**—Each train, while running, must display two *green* flags by day and two *green* lights by night, one on each side of the rear of the train, as Markers, to indicate the rear of the train. Yard engines will not display Markers.
- 34—Head and Rear Lights.**—Each train running after sunset, or when obscured by fog or other cause, must display the head-light in front, and two or more red lights in the rear. Yard engines must display two green lights instead of red, except when provided with a head-light on both front and rear.
- 35—Bell Cord.**—Each car on a passenger train while running must be in communication with the engine by a bell cord or an equivalent appliance.
- 36—Green.**—Two green flags by day and in addition two green lights by night, displayed in the places provided for that purpose on the front of an engine, denote that the train is followed by another train, running on the same Schedule and entitled to the same Time table rights as the train carrying the signals.
- 37—White.**—Two *white* flags by day and night and, in addition two *white* lights by night, displayed in the places provided for that purpose on the front of an engine, denote that the train is an extra. These signals must be displayed by all extra trains, but not by yard engines.
a. When an engine is running backward, the signals provided for in rules Nos. 36 and 37 must be displayed in the same *position* on the engine as when it is running forward, and, in addition, the engine must carry a *white* light on the rear of the tender over the center of track.
- 38—Blue.**—A *blue* flag by day and a *blue* light by night, placed on or at the end of a car, engine or train, denotes that workmen are at work under or about the car, engine or train. A car, engine or train thus protected must not be coupled to, or moved, until the *blue* signal is removed by the person who placed it.
When a car, engine or train is protected by a *blue* signal, other cars must not be so placed in front of it as to obscure the *blue* signal without first notifying the workmen, that they may protect themselves.

WHISTLE SIGNALS.

- 39—Approaching stations.**—One *long* blast of the whistle (thus, —) is the signal for approaching stations, railroad crossings, junctions and mail cranes.
a. One *long* followed by one *short* blast of the whistle (thus, — —) is the signal to a train on the opposite track, of danger, or that they are following another train too closely.
- 40—Apply brakes.**—One *short* blast of the whistle is the signal to apply the brakes—stop (thus, —).
- 41—Off brakes.**—Two *long* blasts of the whistle is the signal to throw off the brakes (thus, — —).
- 42—Answer.**—Two *short* blasts of the whistle (thus, — —), is an answer to any signal, except "train parted."
a. This signal must be promptly given whenever a signal is displayed to stop a train, or two taps of the signal bell are used. (See Rules Nos. 52 to 68.)

- b.* Two *short* blasts of the whistle sounded three times (thus, — — — —) is the signal to trainmen that air brakes have been applied and cannot be released by engineman, or that the operation of the air brake is otherwise out of his control.
- 43—Train parted.**—Three *long* blasts of the whistle (to be repeated until answered, as provided in Rule No. 62) is a signal that the train has parted (thus, — — —).
- 44—Back up.**—Three *short* blasts of the whistle when the train is *standing* (to be repeated until answered, as provided in Rule No. 61) is a signal that the train will back (thus, — — —).
- 45—Flagmen.**—Four *long* blasts of the whistle (thus, — — — —) is the signal to call in a flagman from the west or south.
Four *long* followed by one *short* blast of the whistle (thus — — — — —) is the signal to call in a flagman from the east or north.
- 46—Call for signals.**—Four *short* blasts of the whistle (thus, — — — —) is the engineman's call for signals from switchtenders, watchmen, agents, trainmen and others.
- 47—Protect Rear.**—Five *short* blasts of the whistle is a signal to the flagman to go back and protect the rear of the train, (thus, — — — — —).
- 48—Signals Displayed.**—One *long* followed by two *short* blasts of whistle (thus, — — — —) is a signal to be given by enginemen on single track, at the end of double track, or when meeting or passing trains on double track, to call attention to signals displayed, and must be acknowledged as per Rule No. 42.
a. Should any train fail to answer the whistle signal as above, the train displaying the signals will stop at once, and not proceed until the signals are acknowledged; and it must report the facts to the Superintendent from the first telegraph station.
- 49—Road Crossings.**—Two *long* followed by two *short* blasts of the whistle (thus, — — — — —) is the signal for approaching highway crossings and obscure curves.
- 50—Cattle on Track.**—A succession of *short* blasts of the whistle is an alarm for persons or cattle on the track, and calls the attention of train men to danger ahead.

BELL-CORD SIGNALS.

- 51—Start.**—One tap of the signal-bell, when the train is *standing*, is the signal to start.
- 52—Stop.**—Two taps of the signal-bell, when the train is *running*, is the signal to stop at once.
- 53—Flagman.**—Two taps of the signal-bell, when the train is *standing*, is the signal to call in the flagman.
- 54—Stop Next Station.**—Three taps of the signal-bell, when the train is *running*, is the signal to stop at the next station.
- 55—Back Up.**—Three taps of the signal-bell, when the train is *standing*, is the signal to back the train.
- 56—Reduce Speed.**—Four taps of the signal-bell, when the train is *running* is the signal to reduce speed.
a. Four taps of the signal bell when the train is *standing* is the signal for engineman to test air-brakes.
- 57—Imperfect Signal.**—When one tap of the signal-bell is heard while a train is *running*, the engineman must immediately ascertain if the train is parted, and, if so, be governed by Rule No. 103.
- 58—Other Appliances.**—Signals of the same number of sounds shall have the same significance when given by other appliances than bell cords and signal-bells.

LAMP SIGNALS.

- 59—Stop.**—A lamp swung across the track is the signal to stop.
- 60—Move Ahead.**—A lamp raised and lowered vertically is the signal to move ahead.
- 61—Back Up.**—A lamp swung vertically in a circle across the track, when the train is *standing*, is the signal to move back.
- 62—Train Parted.**—A lamp swung vertically in a circle at arm's length across the track, when the train is *running*, is a signal that the train has parted.
- 63—Other Signals.**—A flag, or the hand, moved in any of the directions given above, will indicate the same signal as given by a lamp.

FIXED SIGNALS.

- 64—Fixed signals** are placed at junctions, railroad crossings, stations and other points that require special protection. Special instructions will be issued indicating their position and use.
- 64a—Signals Indicate.**—All head-lights, markers, switch and other lamps, must be lighted and kept burning from sunset until sunrise, and also during the day if necessary for protection in foggy or stormy weather.

RULES GOVERNING THE USE OF SIGNALS.

- 65—Imperfect Signals.**—A signal imperfectly displayed, or the absence of a signal at a place where a signal is usually shown, must be regarded as a sign of danger, and the train brought under control until all doubt as to safety shall have passed. The facts in such cases must be at once reported by telegraph to the Superintendent.
- 66—Use of Whistle.**—The unnecessary use of the whistle is prohibited; when necessary in shifting at stations and in yards the engine-bell should be rung, and the whistle used only when required by rule or law, or when necessary to prevent accident.
- 67—The whistle** must not be sounded while passing or being passed by a passenger train, except in case of emergency or danger, or when required by the rules.
- 68—Acknowledge Signals.**—When a danger signal (except a fixed signal) is displayed to stop a train, it must be acknowledged as provided in Rule No. 42.

- 69—Engine Bell.**—The engine bell must be rung before starting, and when running through *tunnels* or the streets of towns or cities.
- 70**—The engine bell must be rung for a quarter of a mile before reaching every highway crossing, and until it is passed; and the whistle must be sounded at all whistling posts and obscure curves.
- 71—Display of Signals.**—When two or more engines are coupled to the head of a train, the leading engine only shall display the signals as provided in Rules Nos. 36 and 37.
- 72**—One flag or light displayed as provided in Rules Nos. 36 and 37, will be regarded the same as if two were displayed; but conductors and enginemen will be held responsible for the proper display of all train signals.
- 73—When Pushing Train.**—When a train is being pushed by an engine (except when shifting and making up trains in yards), a *white* light must be displayed on the front of the leading car (over the center of the track) at night, or when the train is obscured by fog or other cause.
- 74—Removing Rear Lights.**—When a train turns out to meet or be passed by another train the *red* lights must be removed and *green* displayed as soon as the track is clear; but the *red* must again be displayed before the train returns to the main track.
Head-lights on engines, when on side tracks, must be covered as soon as the track is clear and the train has stopped, and also when standing at the end of double track.
- a.* When there is more than one train to take the siding, the engineman of the first train must not cover his head-light until all trains are on the siding and the switches set for the main track. The conductor of the train last taking the siding must see that the engineman of the head engine is duly notified in such a manner as not to be misunderstood when his train is all in and the track clear, that the head-light may be covered without delay. The main track will be considered obstructed while the head-light is shown; but this will not relieve conductors from protecting their trains by flag.
- b.* When an engine heads in on cars in a siding to clear the main track for an opposing train, thereby obscuring the head-light, a flagman must be sent ahead for a safe distance to stop the opposing train until the main track is clear.
- 75—Flag Stations.**—The combined green and white signal is to be used to stop a train only at the flag stations designated by the schedule of that train. When it is necessary to stop a train at a point that is not a flag station for that train, a red signal must be used.
- 76—Road Crossings.**—White signals must be used by watchmen at public road and street crossings to prevent persons and teams from crossing when trains are approaching. Danger signals must be used only when necessary to stop trains.
- 77—Placing Torpedoes.**—Torpedoes must not be placed where persons are liable to be injured by them.
- 78—Lookout.**—All signals must be used strictly in accordance with the rules, and trainmen and enginemen must keep a constant lookout for signals.
- 96—Conductors of all trains, and enginemen of engines without conductors, will register their trains in the book provided for that purpose at registering stations, as shown by the time table. They will also consult bulletin books daily at designated points, and will be held accountable for all bulletins affecting their trains up to the time of their departure.**
- a.* Bulletins will be posted in books provided for the purpose accessible to all interested.
- 97—Switch engines working in any yard, or at any station, must not occupy the main track on time of a delayed passenger train, except when they receive orders giving them permission to do so.**
- 98—Flagman Designated.**—When it is necessary for the flagman to go back to protect the rear of his train, the next brakeman must immediately take the flagman's position on the train, and remain there until relieved by the flagman; and on passenger trains the Baggage Master must take the place of the front brakeman whenever necessary.
- 99—Flagging, use torpedoes, etc.**—When, from any cause, a train is detained or stopped, the flagman must immediately go back with danger signals to stop any train moving in the same direction. At a point *fifteen* telegraph poles from the rear of his train he must place *one* torpedo on the rail; he must then continue to go back at least *twenty* telegraph poles from the rear of his train, and place *two* torpedoes on the rail, ten yards apart (one rail length), when he may return to a point fifteen telegraph poles from the rear of his train, and he must remain there until recalled by the whistle of his engine; but if a passenger train is due within *ten* minutes, he must remain until it arrives. When he comes in he will remove the torpedo nearest the train, but the *two* torpedoes must be left on the rail as a caution signal to any following train.
If the accident or obstruction occurs upon single track, and it becomes necessary to protect the front of the train, or if any other track is obstructed, the fireman must go forward and use the same precautions. If the fireman is unable to leave the engine, the head brakeman must be sent in his place.
- a.* When on a curve or down grade, the flagman must go back a distance of at least *ten telegraph poles farther* than as above provided, before placing torpedoes, to give approaching trains ample time to stop.
- b.* The responsibility for the protection of a train rests with the conductor and engineman, and they must know that their brakeman, flagman and fireman are conversant with and fully understand the application of all rules relating to the protection of trains.
- 100—Crossing Over on Double Track.**—Freight trains having work to do on any other track may cross over if no passenger train is due, providing no approaching freight train is in sight; and also provided that a flagman has been sent with danger signals, as provided in Rule No. 99, not less than fifteen telegraph poles in the direction of the expected train.
- 101—Crossing on Double Track to Pass Trains.**—When a freight train on double track turns out on the opposite track to allow a passenger train running in the same direction to pass, and, while waiting, a passenger train from the opposite direction arrives, the freight train may cross back and allow it to pass, provided the other passenger train is not in sight; and also provided that a flagman has been sent with danger signals, as provided in Rule No. 99, not less than fifteen telegraph poles in the direction of the expected train.
- 102**—When it is necessary for a freight train on double track to turn out on to the opposite track to allow a passenger train running in the same direction to pass, and a passenger train running in the opposite direction is due, a flagman must be sent back with danger signals, as provided in Rule No. 99, not less than fifteen telegraph poles in the direction of the following train, and the freight train must not cross over until one of the passenger trains arrives. Should the following passenger train arrive first, a flagman must be sent forward on the opposite track with danger signals, as provided in Rule No. 99, not less than fifteen telegraph poles in the direction of the overdue passenger train before crossing over. Great caution must be used, and good judgment is required to prevent detention to either passenger train. The preference should always be given to the passenger train of superior class.
- 103—Trains Parting.**—Enginemen and firemen must look back frequently to see that all is right, and if a train should part while in motion, trainmen must use great care to prevent the detached parts from coming into collision. Enginemen must give the signal as provided in Rule No. 43, and keep the front part of the train in motion until the detached portion is stopped.
The front portion will have the right to go back, regardless of all trains, to recover the detached portion, first sending a flagman with danger signals *fifteen* telegraph poles in the direction in which the train is to be backed, and running with great caution, at a speed not exceeding *four* miles per hour. On single track all the precautions required by Rules must also be taken to protect the train against opposing trains. *The detached portion must not be moved or passed around until the front portion comes back.* This Rule applies to trains of every class.
It will be the duty of the conductor and brakeman on the rear portion of the train to apply the brakes and stop it as soon as possible, protecting it as per Rule No. 99. If practicable a man must be sent to meet the returning portion of the train and assist the engineman back to the detached portion. The head brakeman must notify the engineman as soon as the train has parted, as provided in Rule No. 62, and must not apply brakes until signaled to do so by the engineman. The conductor will be held responsible for the proper placing of his men and movement of his train.
The engineman will have charge of the brakemen on the front portion when a train is parted, and they must obey his orders.
- 104**—When a train is being pushed by an engine (except when shifting and making up trains in yards), a flagman must be stationed in a conspicuous position on the front of the leading car, so as to perceive the first sign of danger, and immediately signal the engineman.
- a.* In no case must a train be backed over, nor cars cut from an engine and run over a public crossing or highway, unless there is a man on the leading car, who at night must display a light.
- b.* If a train or engine be backed over a railroad crossing at grade, the conductor or a reliable brakeman must be stationed on the crossing, who must know that no other train is approaching, and give the signal to move before the train or engine is allowed to cross.
- c.* No cars must be shoved into a track on which cars are already standing, without the conductor being positive they are not being shoved foul of the main or other tracks.
- 105**—A train starting from its initial station on any district, when a train of the same class running in the same direction is over-due, will proceed on its own time and rights, and the over-due train will run as provided in Rule No. 88 or 89.
- 106**—A train which is delayed, and falls back on the time of another train of the same class, does not thereby lose its rights.
- a.* A train, unable to keep off the time or out of the way of a following train of the same class, will allow the following train to pass, and both will proceed on their own time and rights, as provided in Rule No. 88 or No. 89.
- 107**—Regular trains twelve hours or more behind their schedule time lose all their rights and can proceed only by special order, or as provided in Rule No. 108a.
- 108**—A train overtaking another train of same or superior class, *disabled so that it cannot move*, may, after proper consultation and complete understanding with the disabled train, assume its rights and proceed until the first open telegraph office is reached, where it will report to the Superintendent. If any opposing train of a class the same as, or inferior to, the disabled train is met under these circumstances, it must be explained to it that the rights of the disabled train are still unimpaired.
- a.* A train which has lost its rights against a train running in the opposite direction, or under the operation of Rule No. 107, overtaken between telegraph stations, by a train of the same or inferior class holding orders or having schedule rights which permit it to proceed, may, after proper consultation and complete understanding with the overtaking train, assume the rights possessed by the latter, and precede it accordingly to the first open telegraph office, where it must report to the Superintendent. When the expected opposing train or trains are met under these circumstances, it must be explained to them by the leading train that the train having the right of track is following, with its rights unimpaired.
- 109**—All messages or orders to trains respecting their movement or the condition of the track or bridges must be in writing and addressed to the conductor and engineman of each train interested.
- 110**—Trains must not display signals for a following train without orders from the Superintendent or other authority designated by the Superintendent.

111—Extra trains must not be run without an order from the Superintendent, except as per Rule 9, Chicago Division Instructions.

112—When signals displayed for a following train, on single track, are taken down at any point before the following train arrives, the conductor must inform the Superintendent promptly by telegraph and also the operator or switchtender; and the latter, unless there is some other provision for the purpose, must notify all opposing trains of the same or inferior class leaving that point before the train arrives for which signals were displayed.

If signals are taken down at a point where there is no operator, switchtender or other provision for the purpose, the conductor must notify all opposing trains of the same or inferior class until he reaches the next telegraph office, when he must inform the Superintendent and the operator, unless there is some other provision for the purpose, must notify all passing trains of the same or inferior class running in the opposite direction until directed otherwise by the dispatcher.

The conductor of the train which displayed the signals must also register, at the first registering point reached, the fact that his train carried signals and the point to which they were carried.

If the train for which signals were displayed leaves the main line at a point where there is no operator, switchtender or other provision for the purpose, a flagman must be left to notify opposing trains that it has arrived.

113—Work trains will be run as extras, and will be assigned working limits daily by special order, and they may occupy the main track when protected as provided in Rule No. 99 against second class trains, running ahead of them when overtaken to the first siding, but must not occupy the main track within ten minutes of the time of first class trains without special orders.

Conductors of work trains must report each day by telegraph to the Superintendent when their trains are laid up for the night and state their working limits for the following day. Work train engines must take down denotation signals as soon as they are on the siding and clear for the night.

114—Great care must be exercised by the engineman and trainmen of a train approaching a station where any train is receiving or discharging passengers, coming to a full stop if necessary to avoid accident.

a. On double track opposing trains must not pass while passengers are being received or discharged.

115—Enginemen must observe trains on the opposite track, and, if they are running too close together call attention to the fact by whistle just before meeting such trains. (See Rule No. 39*a*.)

116—No person will be permitted to ride on engines or baggage, mail or express cars, except employes in the discharge of their duties, without a written order from the proper authority.

117—Conductors will be held responsible for proper adjustment of the switches used by them and their trainmen, except where switchtenders are stationed.

Whoever opens the switch shall remain at it until it is closed unless relieved by some other competent employe.

When there is more than one train to use a switch it must not be left open unless one of the trainmen of the following train is at the switch and takes charge of it.

a. The person who locks the switch must grasp the chain and pull the lock to see that it is securely fastened, and, after having done this, must look at the shifting rails to see that they are in proper position.

b. At meeting or passing points the employe attending the switch will, after locking it for main track, if on single track, take position on the opposite side of the track from the switch stand, and, if on double track take position not less than ten feet from the switch stand, until the expected train has passed. This must also be done whenever a train is moving from main track to siding, or *vice versa*, until the train has cleared the shifting rails. Except to prevent accidents, switches must never be turned when an engine or car is on the shifting rails.

c. When a train backs in on a siding to meet or be passed by another train, the engineman, when his engine is clear of the main track, will see to it personally that the switch is properly set to the main track.

d. Running or flying switches, when a switch rope will answer the purpose are strictly forbidden.

118—Accidents, detention to trains, failure in supply of water or fuel, or defects in tracks or bridges, must be properly reported by telegraph to the Superintendent.

a. Conductors will promptly advise the Superintendent when they encounter storms or foggy weather that all trains may be warned and safely handled.

b. In case of extraordinary storms or high water, trains must be brought to a stop and a man sent to examine bridges, trestles, culverts and other places liable to damage before passing over. Conductors and engine men must make careful inquiry at all stopping places, and, if necessary, make extra stops to ascertain the extent and severity of storms, protecting themselves as provided by the rules and taking no risks.

119—No train shall leave a station without a signal from its conductor.

a. Passenger trains, in passing through stations without stopping, will reduce their speed, before passing the first switch, and run carefully through station limits until they know track is clear.

Freight trains must be under control when approaching and passing through all stations, and be prepared to stop in case track is obstructed.

At stations where trains are on the side track, conductors will indicate by signal when all is right for trains to pass.

b. When trains are timed to meet at sidings where there is no operator, the conductor must inform himself, before leaving telegraph station nearest to meeting point, whether the train to be met or passed is on time or not, and if not on time, get telegraph order to prevent delay.

120—*Responsibility for Violation.*—Conductors and enginemen will be held equally responsible for the violation of any of the rules governing the safety of their trains, and they must take every precaution for the protection of their trains, even if not provided for by the rules.

121—*Safe Side.*—In all cases of doubt or uncertainty, take the safe course and run no risks.

SPECIAL RULES

Governing the Operation of the Block System, between Dolton Junct. and Terre Haute, and between Coal Bluff and Otter Creek Junct.

- 1—The movement of trains between Dolton Junction and Terre Haute, and between Coal Bluff and Brazil, will be governed by a block system, designed to protect opposing trains, as well as trains of the same direction, against each other. This system is INDEPENDENT OF THE GENERAL RULES GOVERNING TRAIN MOVEMENTS, AND THE MOVEMENTS DIRECTED BY SPECIAL TELEGRAPH ORDERS AND MUST NOT BE CONFUSED WITH THEM.
- 2—"A Block" is the section of main track between two block stations.
- 3—An "Absolute Block" is one which but one train at a time is permitted to occupy.
- 4—A "Permissive Block" is one which a train is permitted to enter while yet occupied by a preceding train.
- 5—The regular train order signals will be used to block trains. These are of two forms, the "Swift," and a single arm semaphore. A horizontal position of the semaphore arm, or a red light displayed, signifies Stop. A nearly vertical position of the arm, or a green light, signifies Clear. A semaphore arm which governs invariably points to the right when viewed from an approaching train. The block signal will be placed at Stop as soon as (but never before, except as per Rule 19) the last car, carrying the markers, has passed and will be held in that position until the block is clear. A block signal at Stop must never be passed without a Permissive Block Card or a clearance on Form 442.
- 6—Each block signal station will be designated on the time card by the letter "B" placed immediately to the left of the station name. The block will only be operated at night at block stations where there are night operators employed. The block signal at Chicago Heights is located at the north end of the passing track. The block signal for north bound trains at Danville Junction is located at the yard master's office and for south bound trains at Danville Hill office; The block signal at Brazil, at the dispatcher's office.
- 7—The train order signals being used for both train orders and block, all rules applying to either will apply respectively to each signal.
- 8—A block signal which stands at Clear or is changed to Clear, indicates that the block is clear and that the track is also clear for a distance of 300 feet beyond the block signal at the first block station ahead. If the signal is at Stop it will indicate that the block is occupied or that there are train orders at that point. If there are orders Form 31 the operator will notify the engineer, who will call the conductor to the telegraph office by four short blasts of the whistle. After trains have passed a block signal 300 feet, they must not re-enter the block thus cleared without properly protecting themselves.
- 9—When the signal stands at Stop and the operator issues a clearance which states that the block is clear and that he has no orders for the train named, such train may proceed if its time table rights or special orders permit.
- 10—Inferior trains must not occupy the main track in any block within three minutes of the time a train of superior class is due to enter such block at either end.
- 11—THE RESPONSIBILITY FOR COLLIDING WITH A PRECEDING TRAIN IN A BLOCK WILL REST WITH THE TRAIN HOLDING THE PERMISSIVE CARD. THIS WILL IN NO WAY, HOWEVER, RELIEVE THE CONDUCTOR AND ENGINEER OF THE TRAIN STOPPING OR REDUCING SPEED WITHIN THE BLOCK, OR BETWEEN STATIONS, FROM FLAGGING AS PROVIDED IN GENERAL RULE No. 99.
- 12—The responsibility of operating the block system rests upon the operators at the block stations.
- 13—A telegraph wire has been divided into sections by ground switches at each battery station between Dolton Junction and Danville Junction and instruments provided in each block station for the purpose of operating a block system by telegraph. No. 8 wire will be used as a block wire between Danville Junction and Terre Haute.
- 14—The normal position of the ground switch lever is ON or to the ground, and it must be kept in this position at all times, except when necessary to work the block in both directions. The block wire must not be left so it will work outside of the battery sections.
- 15—If from any cause the block wire fails to work, or the block signals are out of order, full particulars must be reported to the train dispatcher at once.
- 16—Operators must provide themselves with a blank book, properly rule same, and use it to register the time of all trains in either direction at their own stations and at the first block station north and south. They must also record therein all permissives which they issue. Each day's record should commence at 12:01 A. M. Operators must report promptly to the first block station in advance, the entrance of each train into the block, but must not report a train clear to the operator at the block station in the rear, until the last car of the train, displaying the markers, has passed their signal at least 300 feet.
- 17—When one track is obstructed so that trains moving in both directions must be run over the track which is clear, trains must be blocked as per block rule No. 18.
- 18—If the block is not clear and a train which is not to stop is approaching a block station, the operator will inform the train dispatcher and, if authorized by him, fill out the permissive card and clearance card (Forms 79 and 442) in triplicate, hold the block signal at Stop, and carry out the provisions of Rule 9, Rules governing the use of train orders Form 19; See next page.
- 19—The rear of each train will be indicated in day light by two green flags, carried one on each side of the last car, and at night by two standard tail lights, as markers. If no markers are displayed, the block signal must be placed at Stop and the operator at the next block station ahead notified to give the approaching engineer a signal that his train has parted (See General Rule No. 62). The train receiving such signal must be governed accordingly. The block station in the rear must also be notified that the track is blocked and until information is received from the conductor at the block station ahead that he has all the cars in his train, the block must not be reported clear.
- 20—The block signal will be fastened in the Clear position when an office is closed for the night.
- 21—When there are no train orders and the block ahead is clear for an approaching train the signal should be set at Clear so that the train may enter without reducing speed.
- 22—If a train is to turn out at a station to be passed by another train, the operator at that station must not, unless authorized by the dispatcher, report the block as clear until the train to be passed has cleared the main track. Trains standing or switching on the main track must not be considered or reported as clear.
- 23—Conductors and engineers of trains doing work or taking siding at a block station must receive permissive cards or know before leaving such station that the block is clear.
- 24—A clear block indication does not exempt second class trains and extras from fully observing General Time Table Rule 3 a.
- 25—No block report will be considered complete until the operator making such report receives the required O. K.
- 26—Operators desiring to leave the office, for any cause other than work about the station, must receive permission from the dispatcher before leaving, and must leave the block signals in Stop position unless instructed otherwise. Absence from the office must be so timed as not to interfere with the movement of trains.

27—The authority for issuing Permissive Block Cards, as provided in Rule No. 18, will be given in the following form and only by the train dispatcher:

CARD TRAIN.....

CARD (1,) O. K. (9:05 A.) M.

The designation of the train, the card number, the O. K. and the time made O. K., with the train dispatcher's initials, must always be written on the Permissive Card.

28—Below is shown in fac simile Form 79, the Standard Permissive Block Card.

Chicago & Eastern Illinois Railroad Co.

Station.....Date.....190

Conductor and Engineer No.....

USE PERMISSIVE BLOCK from.....

to.....

Train No.....entered the block at.....M.

This order will be given in triplicate, one copy to be delivered to Engineer, one to Conductor and one filed by Operator.

Card Train No.....Operator.

Card No.....O. K. made at.....M. Train Dispatcher.

Engineers and conductors moving under Permissive Block must run with great caution and where the view is obstructed speed must be reduced to a degree which will insure against collision with the train ahead.

29—Operator's copies of all Permissive Cards must be mailed daily to the Chief Dispatcher of the division on which issued.

30—Local freight trains may go to blind sidings ahead of other trains if their time table rights permit, except between Coal Bluff and Brazil, but following trains will only be allowed to enter the block by permission of the train dispatcher. "Blind Sidings," as referred to in these Rules, are sidings at stations where block signals are not in service.

31—THERE IS NOTHING IN THESE RULES WHICH RELIEVES TRAIN AND ENGINE-MEN FROM THE FULLEST OBSERVANCE OF ALL OF THE GENERAL AND SPECIAL RULES GOVERNING THE MOVEMENTS OF TRAINS.

RULES GOVERNING THE USE OF TRAIN ORDERS, FORM 19.

- 1—The "19" form of train orders will be issued to trains of inferior right only, except on the Chicago Division where this form will be used exclusively except for holding trains in the direction of traffic while opposing trains are moved against them.
- 2—To transmit a "19" train order, the signal "19" must be given to each office addressed, followed by a figure indicating the number of copies to be made if more or less than three, thus: "19 copy 5."
- 3—When a train order has been transmitted, preceded by the signal "19," operators must (unless otherwise directed) repeat it at once from the manifold copy, in the succession in which the several offices have been addressed. Each operator should observe whether the others repeat correctly. After the order has been repeated correctly, the response "Complete," with the Superintendent's initials, will be given by the train dispatcher. Each operator receiving this response will then write on each copy the word "Complete," the time, and his last name in full, and deliver a copy to each person included in the address.
- 4—When a train order is given to the Superior train on Form 31 and to the Inferior train on Form 19, "O. K." must be given and acknowledged for the Superior train before "Complete" is given for the Inferior train. When the order is given to both trains on Form 19, "Complete" must be given and acknowledged for the Superior train before it is given for the Inferior train.
- 5—If the line fails before an office has received and acknowledged the "Complete" to a train order preceded by the signal "19," the order at that office is of no effect and must be treated as if it had not been sent.
- 6—The address of a train order, the "O. K." and the "Complete" must each, in transmitting, be preceded by "31" or "19," as the case may be, and the number of the order, thus: "31 No. 10" or "19 No. 10." After each transmission and response, the sending operator must give his office signal.
- 7—The operator who receives and delivers a train order preceded by the signal "19," must preserve the lowest copy. On this must appear the number, the date, the designation of the train, the time received, and his name, and on it he must record the responses, for all of which places are provided on the blanks. These copies must be sent to the Superintendent.
- 8—Meeting orders, or orders conferring rights to the point where placed must not be sent for delivery to the train of superior right at the point of execution if it can be avoided. When it cannot be avoided, special precaution must be taken by the train dispatcher and operators to insure safety, and the following notice will be incorporated in the order: "Train—gets this order at——."
- 9—When an operator has orders form "19," permissive card, or both for a train, he will place his block signal or order board at danger and hang out a green flag by day and a green light by night in the direction of the approaching train. When the engineer sees this combination of signals he will understand that there are orders form "19" or a permissive card for his train, and will acknowledge the same by giving one long, followed by three short blasts of the whistle. The operator will then go out on the ground or station platform and hand the order form "19," or permissive card, and clearance card to the engineer, who will catch them as he passes. The signal given by the engineer will be a notice to the conductor to be on the lookout, and he will be handed a copy of the order form "19," or permissive card, and clearance card in the same manner. Upon receipt of the order or permissive card, and clearance card he will give the engineer a signal to proceed. Great care must be taken to see that orders form "19," permissive cards and clearance cards are properly delivered, and in case of any failure the train must be stopped at once.

RULES GOVERNING INTERLOCKING SIGNALS.

Passenger trains must not exceed 25 miles per hour and freight trains 15 miles per hour over interlocking plants.

When interlocking plants are out of order and trains are being governed by hand signals, towermen must in all cases give such signals from the ground, using a green flag by day, and a green light at night, from a position where same cannot be seen by any other train than the one for which the signal is intended.

Such signals must not be given until the towerman has made an inspection of the track and found switches, derails, etc., properly set. Engineers must not accept signals given from towers nor unless a green flag or green light is used.

Fixed signals employed are of the "Home" (or Stop) type "Distant" (or Cautionary), "Dwarf" (or Shifting), and "Pot" (or Switch Indicating) patterns.

When there are two arms on a semaphore mast, the top one always refers to the main track, and the lower one to a track diverging therefrom, **except** at Otter Creek Junction, where the lower arm governs C. & E. I. trains north bound and the top arm governs Vandalia trains. A signal arm which governs always points to the **right** when **facing it**; the **back** view of a signal (arm pointing to the left) never governs the movement of a train.

HOME SIGNALS.

(1) A **Home Semaphore Arm** (red blade with square end) extended horizontally by day, or a **Red Light** at night, indicates **Stop**.

(2) A **Home Semaphore Arm** (red blade with square end) at an angle of 75 degrees by day, or a **Green Light** at night, indicates **Proceed**.

DISTANT SIGNALS.

(1) A **Distant Semaphore Arm** (green and red blade with forked end) extended horizontally by day, or a **Red Light** and a **Green Light** displayed together at night, indicates **Proceed with Caution** to the Home signal.

(2) A **Distant Semaphore Arm** (green and red blade with forked end) inclined at an angle of 75 degrees by day, or a **Green Light** at night, indicates **Proceed**.

Dwarf Semaphore Signals are used for train movements in yards and for "back up" movements on main tracks. They are like Home Signals in miniature, and work on the same principle.

Facing Switches are provided with facing point locks, having detector bars 50 feet long. **Trains must clear these bars when standing.**

Sand must not be used when running over detector bars and inter-locked switches.

After receiving a signal to move in one direction, **trains must not move in the opposite direction** without receiving the proper signal for such movement.

Engine men must be careful not to mistake signals intended for the train ahead.

RULES GOVERNING THE HALL BLOCK SIGNAL.

That part of the Terre Haute Division extending from a point 2500 feet south of the south switch at Lyford, to 1600 feet north of the north switch at Summit Grove, is protected by the Hall automatic signal system.

A Hall automatic signal is located 2800 feet south of Soldiers' Home switch south of Danville Junction. This signal is connected with the Soldiers' Home switch and the track bonded from a point 45 feet south of Soldiers' Home switch to the cross over 2090 feet north of it.

Hall Signals which govern are invariably located on the right hand side as viewed from the approaching train.

Attention is called to the two disks on each signal: The upper disk or small lens being used at night, and the large disk by day.

In case a Hall Signal should not be lighted at night, engine and train men can, by close observation, read the indication of the day disk as shown by the head light.

A switch left open or not properly closed, or a car or engine not in to clear at the clearance post, will cause the signals to give the stop indication.

All inferior trains and the Clinton switch engine must be clear before first class trains are due, in order to prevent serious delays.

At each switch a small indicator is located on a post about four feet high. Train men, by examining this indicator, can tell whether the main track is clear or not, and when their train is in to clear must, before going out onto the main line again, invariably examine the indicator, and if it shows the stop indication remain clear of the main track until the approaching train has arrived or passed. This indicator has no lamp, and is to be examined with a lantern at night.

When a green and red signal is displayed, trains must proceed cautiously and under full control.

When a red signal is displayed, trains must stop *before* passing such signal and after waiting *two minutes may proceed under flag* to the next signal, or, in the case of the Soldiers' Home signal, until the bonded section of the track is passed.

INSTRUCTIONS IN CASE OF PERSONAL INJURY OR DEATH.

Should any person suffer a severe injury to an extremity, such as having an arm or leg run over, attended by loss of blood, the following instructions should be observed, to arrest bleeding and support strength until the assistance of a surgeon can be procured:

In the absence of a "Tourniquet," a small strap or rope, about the size of clothesline, should be tied loosely around the limb, if possible about a foot above the injury, so that by placing a short stick beneath it sufficient pressure can be made by twisting to prevent the loss of blood, care being taken not to tighten the rope too much, as it might injure the soft parts. Only twist the stick enough to stop bleeding, thereby placing the person out of immediate danger.

An injured person should be placed lying upon the back, and if weak from the shock and loss of blood, pillows should be removed, and the head put on a level with the body.

Should there be coldness and shivering, warm drinks, such as tea, should be given; and if there is great prostration and weakness from loss of blood, stimulants, such as brandy, whiskey or wine, may be administered in moderation.

In case persons are injured upon or about the trains, track, structures or grounds of the company, it is the duty of the conductor, section foreman, station agent, operator, or any other person in the service, to direct the injured person to the office of the company surgeon in charge of the district, or, if he cannot be moved, to call such surgeon at once. This company is responsible for the services of appointed surgeons only, unless others are ordered by the head of a department.

Dead bodies of persons found on the track or right of way, or those of persons who die on company premises, by accident or otherwise, must be taken to a depot freight room, car house or some other place where they may be properly preserved. Bodies must not, however, be taken out of the county in which they are found or in which death occurred. Telegraph report to the Superintendent must be made immediately in all cases. Corpses of trespassers must be turned over to county authorities if not taken by relatives. Disposition of corpses of employes and passengers will be specially arranged for in each instance by the Superintendent.

DISPATCHERS.

T. E. GRIFFIN,
Chief Dispatcher, Chicago and Terre Haute
Divisions.

C. McCORMACK,
Night Chief Dispatcher.

F. H. VAN ETTEN,
L. L. REEMTSEN,
W. N. HARVEY,
F. O. WHITEMAN,
J. DULL,
J. C. SIEVERT.

P. S. SAMPSON,
Chief Dispatcher, Brazil Division.

C. B. UHRICH,
C. E. ASHWILL.

F. S. LEWIS,
Chief Dispatcher, St. Louis and St. Elmo
Divisions.

C. C. JOHNSON,
F. C. MISENHAMER,
H. G. CRAFT,
E. N. WITT,
O. R. AIKMAN, Extra.

SURGEONS AND DISTRICTS.

NAME	STATION	OFFICE.	RESIDENCE	DISTRICTS To Which They May Be Called.
DR. MILTON JAY..... Chief Surgeon.	Chicago.....	Room 904 Columbus Me- morial building, 'phone Central 3132	{ 2510 Indiana Avenue..... 'phone South 136.	Chicago to Oakdale.
DR. FRANK ALLPORT, Oculist.	Chicago	{ No. 92 State st., 'phone Central 1071.	{ 57 east Twentieth st.,..... 'phone Calumet 1414.	Chicago.
DR. W. H. BOHART.....	Englewood	{ No. 455 63rd St., 'phone Wentworth 347.	{ No 4436 Emerald Ave..... 'phone Yards 744.	Englewood.
DR. M. R. WEIDNER	Dolton.....	Dolton.....	Dolton.....	Oakdale to Glenwood.
DR. R. M. TAFEL	Chicago Heights.....	Over Chicago Heights Bank.	{ Illinois street and West End Ave., 'phone 43.	Glenwood to Crete.
DR. CHAS. BLIM.....	Crete	Benton and North Sts.	{ Benton and North Sts. 'phone Central.	Crete to Grant.
DR. J. F. SHRONTs	Momence	Atherton Block, Front st.	Front st., opposite office.	{ Grant to St. Anne, Momence to Percy Junction.
DR. B. L. EUANS	Watsaka.....	Grand Army Hall, Walnut st.	509 Oak st., 'phone 67.	St. Anne to Woodland.
DR. I. H. GILLUM.....	Milford	Milford	Milford	Milford to Freeland.
DR. T. N. McCAUGHEY....	Hoopeston	Main Street, 'phone 62.	Penn Street, 'phone 63.	Milford to Hoopeston.
DR. F. M. MASON	Rossville	Rossville	Rossville	{ Hoopeston to West Newell, Rossville to Brothers.
DR. R. W. GILLETT	Danville.....	{ Rooms 204-205, Kimbro'- Platt Bldg. 'phone 185.	{ 203 North Hazel St. 'phone 68.	{ West Newell to Perrysville, Danville to Westville.
DR. F. N. CLOYD.....	Westville	Two Blocks North of Depot.	{ Phone 2 rings on No. 25, Westville Exchange.	Westville.
DR. F. N. ODBERT.....	Indianola	Indianola	Indianola	Sidell to Westville.
DR. HENRY C. HOLTON....	Sidell.....	Sidell.....	Sidell.....	{ Sidell to Fairland, Sidell to Brothers.
DR. J. L. REAT.....	Tuscola	5 Main st., 'phone 137.	{ Cor. Niles Ave. and Allen St., 'phone 145.	Fairland to Arthur.
DR. W. E. STEDMAN.....	Sullivan.....	Livers' Block	Phone 37.	Arthur to Findley.
DR. W. J. EDDY.....	Shelbyville	107 Main street, 'phone 9.	Methodist Ave., 'phone 12.	Findley to Mode.
DR. E. W. FARTHING.....	St. Elmo	St. Elmo	St. Elmo	Mode to St. Elmo.
DR. J. CAMERER	Kinmundy.....	Kinmundy	Kinmundy	St. Elmo to Kinmundy.
DR. GEO S. RAINEY	Salem.....	Salem	Salem	Kinmundy to Cartter.
DR. J. W. HAMILTON.....	Mt Vernon.....	Mt. Vernon.....	Mt. Vernon.....	Cartter to Mt. Vernon.
DR. S. A. THOMPSON	Ina.....	Ina.....	Ina.....	Mt. Vernon to Whittington.
DR. A. G. ORR	Benton	Benton.....	Benton.....	Whittington to West Frankfort
DR. I. C. WALKER	Marion	On Court House Square....	Marion	West Frankfort to Goreville.
DR. R. C. LYON	Cypress	Cypress	Cypress	Goreville to Ullin.
DR. C. E. TUCKER	Joppa	Joppa	Joppa	Joppa to Joppa Junction.
DR. R. B. HILLER.....	Thebes.....	Thebes	Thebes	Ullin to Thebes.
DR. W. P. DARROCH.....	Cayuga	Cayuga	Cayuga	West Montezuma to Perrysville.
DR. E. A. AIKMAN	Clinton.....	Clinton.....	Clinton	West Montezuma to Otter Creek Jc.
DR. S. M. RICE	Terre Haute.....	20 South 7th st., 'phone 284	118 N. 8th st., 'phone 44.	{ Otter Creek Junc to Terre Haute, Otter Creek Junction to Brazil.
DR. S. D. BLACK	Brazil.....	{ 105 West Main st. 'phone Cherry 634.	3 West Kruzan st , 'phone Cherry 1471.	Brazil to West Union.
DR. W. N. WILLIAMSON....	Kingman	Kingman	Kingman.....	West Union to Veedersburg.
DR. C. J. FINNEY	Attica	Perry Street, 'phone 41.	405 Brady st., 'phone 29.	Veedersburg to Winthrop.
DR. C. W. FALL	Oxford	Oxford	Oxford	Barce to Winthrop.
DR. B. W. PRATT	Goodland	Newton Street	W. Monroe st.....	Barce to Fair Oaks.
DR. W. C. SCHWIER.....	Wheatfield..	Wheatfield.....	Wheatfield..	Fair Oaks to LaCrosse.

W. I. COOKE,Supt. Locomotive Service,
DANVILLE, ILL.**S. S. HUFFMAN,**Train Master, Passenger Service,
CHICAGO, ILL.**H. J. BUCK,**Train Master, Chicago
and Terre Haute Divisions,
DANVILLE, ILL.**J. C. COLLINS,**Train Master, St. Louis
and St. Elmo Divisions,
MARION, ILL.

Chicago & Eastern Illinois Railroad.

TIME TABLE

No. 56

TAKES EFFECT MONDAY, JANUARY 5th, 1903, AT 12:01 A. M.

Superseding Time Table No. 55.

DESTROY ALL TIME TABLES OF PREVIOUS DATE.

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYEES ONLY.