

**You Can
Avoid Accidents**

if you

**THINK
SAFETY**

and

**ACT
SAFELY**

**Keep Your Mind on
Each Immediate Move**

1.

SAFETY



FIRST

**LITCHFIELD AND MADISON
RAILWAY COMPANY**

◆
TIME TABLE

No. 5

◆
TAKING EFFECT 12:01 A. M.
(Central Standard Time)
SUNDAY, APRIL 29, 1956

◆
SUPERSEDING

TIME TABLE NO. 4

DATED SEPTEMBER 27, 1953

◆
For the Government of Employees Only

◆
P. H. ROSEBERRY
Superintendent

W. A. FITZPATRICK
Superintendent of Transportation

J. M. MOUDRY
Vice President & General Manager

M. Trainmen and enginemen are cautioned that there are structures alongside tracks at stations and elsewhere which do not provide clearance for a man to ride on top or side of cars and they must familiarize themselves with location of such structures.

3. Standard Clocks:

Edwardsville
Glen
Madison

4. Train Order Office Hours:

Edwardsville—7 A. M. to 11 P. M. Daily
Mine 1—8 A. M. to 5 P. M. Daily except Saturdays, Sundays and Holidays.
Mt. Olive—8 A. M. to 5 P. M. Daily except Saturdays, Sundays and holidays.

14. Following code of whistle signals will be used in calling for interlocking signals:

LeClaire
For MAIN Track—2 long
For Long Track—2 long 1 short
For I. T. Old Main—2 long 2 short
For I. T. MAIN Track—1 long 1 short

S-72. Northward trains are superior to trains of the same class in the opposite direction.

83. Train Registers:

Madison
Glen
Edwardsville
DeCamp

All trains may register by register ticket Form 905

83 (a).

Trains will not be required to secure clearance at C&NW Junction. Southward trains will not be required to secure clearance at Winston Tower.

93. Trains operating between C&NW Jct. and DeCamp and C&NW Jct. and Mt. Olive will comply with Rule 93.

93. Yards:

MADISON—Extend from Madison Yard Office to 4290 feet north of L. & M. Jct.

EDWARDSVILLE—Extend from 12,959 feet south of Edwardsville station to 2662 feet north of Edwardsville station.

C&NW JUNCTION—Extend from 986 feet south of C&NW Jct. to DeCamp and 986 feet south of C&NW Jct. to 5102 feet north of Mt. Olive station.

First class trains must move between L. & M. Jct. and Madison at reduced speed. (See Rule 3, Illinois Terminal RR Time Table Special Instructions.)

98. Illinois law requires full stop within 800 feet of a railway crossing not protected by interlocking or other safety device.

Junctions and Railroad crossings are shown in station column by letter X.

98 (a).

The following revised instructions will govern movements at the crossing of spur track to Koppers United Plant and the Alton and Southern Railroad tracks at Cochem, Illinois;

“Trainmen will call Alton and Southern supervisor in superintendents’ office from the telephone located at the crossing, and obtain permission to make crossing over Alton and Southern tracks. If permission is granted, both gates which are normally set against train movement over the crossing on the spur track and which display a red light will be unlocked and set against Alton and Southern movement. Signals on the A&S at the crossing will then display stop indication in both directions. CREWS WILL THEN WAIT ONE AND ONE HALF MINUTES BEFORE PROCEEDING OVER CROSSING. Proceed over crossing, reset and lock both gates against crossing movement on spur track. On return movement out of Koppers Plant the same procedure will be followed.”

672. The following revised instructions will cover movements at automatic interlocking crossing located 400 ft. south of south switch of the siding at Worden.

“Trains and engines approaching this crossing will be governed by inoperative approach-distant signal (Rule 294), and must proceed preparing to stop at the next signal which will be the home signal (2 position color light, approach lighting indication, Rule 290) located 400 ft. in either direction of the crossing. If home signal displays yellow (proceed at restricted speed) indications, trains may move over crossing without stopping at a speed not exceeding twenty (20) miles per hour. This is maximum permissible speed in that territory governed by the automatic interlocking signal.

Should home signal display a stop (red) indication, stop must be made at this signal, and movement must be made in accordance with Rule 672 which explains the procedure before a train is permitted to proceed over the crossing.

A push button which is mounted on a large relay case at the crossing must be operated by the trainmen, and if after the expiration of one minute the home signal for the train does not change to yellow (proceed with caution) indication, trainmen after giving proper protection may signal his train to proceed over crossing providing there is no train or engine approaching on conflicting route, proceed signal must not be given until a thorough understanding has been had with the crew on the train or engine on conflicting route.

Home signals protect to opposing home signal only, and do not protect against trains fouling the main track at the turnout or an open switch.

Should an L&M southbound train be in the siding at Worden for a northbound train, the train in the siding should open the switch at the south end of siding after the northbound train has cleared the turnout and the southbound home signal will change from “STOP” to “PROCEED WITH CAUTION” indication after expiration of one minute.

Should a southbound L&M train perform switching on the house track or passing track at Worden, and pass the southbound home signal, and then move back north of the home signal, the signal will not again change from “STOP” to “PROCEED WITH CAUTION” indication until the trainman operates the key release mounted on the southbound home signal which is operated with a switch key.”

In case of failure of this interlocker, train dispatcher must be notified.

(Continued on page 3)

SPECIAL INSTRUCTIONS

(Continued on page 6)

3.

101. Speed Restrictions: Speeds shown are maximum authorized between points named but do not modify any rule or special instruction which may require lower speed.

Territory or Location	Passenger Trains with passenger engines or diesels	Other trains and passenger trains with freight engines	Engines light or with coach or caboose	Freight trains handled with diesel engines	Freight trains handled with other type engines	Trains handling STEAM DERRICKS Locomotive CRANES JORDAN SPREADERS SHOVELS PILE DRIVERS and DITCHING MACHINES (see note A)		Engines without trucks and engines backing up with or without cars
						On Tangent Track	On Curves	
MILES PER HOUR								
Between Winston Tower & Mt. Olive					15			15
Between Mt. Olive & C&NW Jct.....					20			15
Between C&NW Jct. & Glen.....				40	30			20
Between Glen & Madison.....	70	45	45	45				20
DIVERGING ROUTES, THROUGH CROSSOVERS, JUNCTIONS AND SIDING SWITCHES:								
Glen—(No 20 turnout) L&M Jct.....					40		25	15
All other points					10			10
101 (b). LOWER SPEEDS								
Curve, south of siding switch at Peters.....	55							20
Between Madison & Glen						40	30	20
Between Glen & C&NW Jct.....						25	15	10
Between Troy Rd. & Chapman St., Edwardsville	15	15	15	15	15			
Between C&NW Jct. & Winston Tower	15	15	15	15	15	15	15	10

All Locations	Trains Handling Short Ore Cars Loaded or Empty	Scale test cars	Dead engines with side rods disconnected or side rods off and main rods connected when working steam running light or in train	Diesel switchers either dead in train or operating under their own power	Dead engines with side rods in position	Dead engines with all rods connected, pistons removed and valve motion disconnected	Engines with side rods in position and one main rod removed, light or hauling cars	Mallet type Engines working steam with one main rod removed
Note: Unless otherwise restricted further reduction must be made where conditions require	25	20	15	25	25	45	25	20

Note (A)—When this work equipment is hauled in trains with the heavy end trailing, the speed must be further reduced to insure safe movement. Engine and train crews will make frequent observations of how these machines are riding.

(Continued on page 6)

4.

SOUTHWARD

TIME TABLE NO. 5 TAKING EFFECT APRIL 29, 1956	STATIONS	Station No.	Distance from Winston Tower	FIRST CLASS			SECOND CLASS						
				117	119	121	381	565	567	569	383	563	
				Ill. Central Night Diamond	Ill. Central Daylight	Ill. Central Green Diamond	L. & M. Ozark Freight	Ill. Central Dispatch C. S.—5	Ill. Central Dispatch C. S.—7	Ill. Central Dispatch	L. & M. Time Freight	Ill. Central Dispatch C. S.—3	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
	LITCHFIELD	49											
	C.B.&Q. R. R. Rules and Time-Table Govern												
C	WINSTON TOWER X 6.91	47	0.0										
D	MT. OLIVE X 2.225	40	6.91										
	KARNES 0.015		9.14										
	WABASH CONN. 1.92	38	9.15										
	MINE NO. 7 1.08	37	11.07										
	STAUNTON 1.63	35	12.15										
D	MINE NO. 1 Y 1.03	33	13.78										
	C & N. W. JUNCT. X	32	14.81										
C	BENLD XT 7.60	C-41					L 12:01 AM					L 10:15 AM	
	C.&N.W. R. R. Rules and Time-Table Govern												
C	DE CAMP X .53						L 12:21 AM					L 10:40 AM	
	C. & N. W. JUNCT. X	32					A 12:22 AM					A 10:41 AM	
	C. & N. W. JUNCT. X 3.55	32	14.81				L 12:22 AM					L 10:41 AM	
	WORDEN X 4.56	29	18.36				12:30					10:47	
	LOVE 0.65	25	22.92				12:38					10:53	
	MANIX 5.41	24	23.57										
D	EDWARDSVILLE XCY 5.25	18	28.98				12:51					11:06	
C	GLEN X .83	13	34.23	L 6:05 AM	L 3:14 PM	L 9:27 PM	1:05 AM	L 3:27 AM ³⁸⁰	L 6:32 AM	L 11:15 AM	11:20 AM	L 5:37 PM	
	PETERS 3.29	12	35.06										
	STALLINGS 3.27	9	38.35	6:11 ⁵⁶⁶	3:21	9:33	1:23 ⁵⁶⁴	3:36	6:54 ⁵⁶⁸	11:24	11:27	5:42	
	COCHEM 1.40	6	41.62	6:14	3:25	9:36	1:27	3:42	7:00	11:29	11:32	5:46	
C	A. & S. CROSSING X .59	5	43.02										
	L. & M. JUNCT. X .68	4	43.61	6:16	3:27	9:38	1:29	3:45	7:03	11:32	11:35	5:49	
C	MADISON XCTY	3	44.29	A 6:17 AM	A 3:28 PM	A 9:39 PM	A 1:30 AM	A 3:50 AM	A 7:05 AM	A 11:35 AM	A 11:40 AM	A 5:50 PM	
	I. T. R. R. Rules & Time-Table govern between L.&M. Jct. & Bridge Jct. Times shown at Madison are for information only.												
	EAST ST. LOUIS Y	0					2:00 AM					11:59 AM	

Y—Wye

D—Day Office

C—Continuous

NORTHWARD

5.

TIME TABLE NO. 5 TAKING EFFECT APRIL 29, 1956		Distance from Madison	Car Capacity of Siding With Engines	FIRST CLASS			SECOND CLASS						
				122	120	118	564	380	566	568	386	562	
				Ill. Central Green Diamond	Ill. Central Daylight	Ill. Central Night Diamond	Ill. Central Dispatch S. C.—4	L. & M. Northshore Freight	Ill. Central Dispatch S. C.—6	Ill. Central Dispatch	L. & M. Time Freight	Ill. Central Dispatch S. C.—2	
				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
LITCHFIELD													
<small>C.B.&Q. R. R. Rules and Time-Table Govern</small>													
C	WINSTON TOWER 6.91	X	44.29										
D	MT. OLIVE 2.225	X	37.38	P20									
	KARNES 0.015		35.15	P50									
	WABASH CONN. 1.92		35.14	32									
	MINE NO. 7 1.08		33.22	{P35 60									
	STAUNTON 1.63		32.14	H38									
D	MINE NO. 1 1.03	Y	30.51	137									
	C & N. W. JUNCT.	X	29.48										
C	BENLD 7.60	XT	37.61						A 4:30 AM			A 2:30 PM	
<small>C.&N.W. R. R. Rules and Time-Table Govern</small>													
C	DE CAMP .53	X	30.01						A 4:00 AM			A 2:00 PM	
	C. & N. W. JUNCT.	X	29.48						L 3:58 AM			L 1:58 PM	
	C. & N. W. JUNCT. 3.55	X	29.48						A 3:58 AM			A 1:58 PM	
	WORDEN 4.56	X	25.93	{P50 10					3:48			1:50	
	LOVE 0.65		21.37	100					3:38			1:40	
	MANIX 5.41		20.72	10									
D	EDWARDSVILLE 5.25	XCY	15.31	yard					3:24			1:25	
C	GLEN .83	X	10.06		A 9:35 AM	A 5:20 PM	A 12.01 AM	A 1:32 AM	3:07 AM ⁵⁶⁵	A 6:25 AM	A 7:05 AM	1:08 PM	A 3:57 PM
	PETERS 3.29		9.23	39									
	STALLINGS 3.27		5.94	184	9:31	5:16	11:55 PM	1:23 ³⁸¹	2:58	6:11 ¹¹⁷	6:54 ⁵⁶⁷	12:58	3:48
	COCHEM 1.40		2.67	65	9:28	5:13	11:51	1:18	2:48	5:48	6:48	12:49	3:43
C	A. & S. CROSSING .59	X	1.27										
	L. & M. JUNCT. .68	X	.68		9:26	5:11	11:48	1:16	2:46	5:46	6:46	12:46	3:41
C	MADISON XCTY		0.0	yard	L 9:25 AM	L 5:10 PM	L 11:47 PM	L 1:15 AM	L 2:45 AM	L 5:45 AM	L 6:45 AM	L 12:45 PM	L 3:40 PM
<small>I. T. R. R. Rules & Time-Table govern between L.&M. Jct. & Bridge Jct. Times shown at Madison are for information only.</small>													
	EAST ST. LOUIS	Y							2:30 AM			12:30 PM	

X—R. R. Crossing or Jct. T—Turn Table

104. Normal position of switches.

L & M Jct. _____ For L & M RR.

109. Bulletin Boards:

Madison—Locker Room.

Edwardsville—Agent's Office & Enginemen's Locker Room.

Benld—Yard Office.

505. Automatic block system territory between L&M Jct. and Glen.

535. Spring Switches.

Location:

Edwardsville (South end Siding)

C&NW Jct.

Normal Position:

For main track

For trains moving to C&NW

1201. Eight wheel locomotive cranes on their own wheels must be handled next ahead of caboose, in tonnage or local freight trains, during daylight hours.

1204. Maximum depth of water, over top of lower rail, through which equipment may be handled is as follows, except when greater depths are authorized by special instructions:

Diesel engines	4 inches
Streamline passenger cars	5 inches
Office cars	5 inches
Passenger cars	9 inches
Freight cars	25 inches

When trains are operated through water, a maximum speed of 5 miles per hour must not be exceeded.

SPEED TABLE

This is not for authorized speed, but for information only.

Seconds Per Mile	Miles Per Hour	Seconds Per Mile	Miles Per Hour
36	100	65	55
38	95	72	50
40	90	80	45
42	85	90	40
45	80	103	35
48	75	120	30
52	70	144	25
55	65	180	20
60	60		

Dispatcher's telephone for emergency use at blind siding and stations where operators are not on duty are located as follows:

Mt. Olive—In IC Depot.

Karnes—Wabash Connection.

Mine No. 1—In Carmen's Shanty.

Mine No. 2—Coal Company Office.

DeCamp—In the Tower.

C&NW Junction—At Junction Switch.

Worden—In Shanty at South end siding.

Love—At Both Ends of Siding.

Red Barn Curve—Mile Post 25.

Edwardsville—South End Track 1 and North End of Siding

LeClaire Tower—In the Tower.

Steam Shovel Cut—Mile Post 19.

Glen—In Tower.

Peters—South End of Siding.

Cahokia Creek Bridge—South of Bridge West Side.

Stallings—At both ends of siding.

Cochem—At Coke Plant connection and north end of new track.

A&S Crossing—In Tower.

Madison—North end yard office.

Bridge Junction—In Station.

E. St. Louis—In Station & Yd. Office.

Company Surgeons

Dr. V. P. Siegel, 1st Natl. Bank Bldg., E. St. Louis, Upton 5-2632.

Dr. W. W. Bowers, 1905 Delmar, Granite City, Triangle 6-2308

Dr. John W. Ubben, 100 S. Elm St., Staunton, Staunton 163.

Dr. A. C. Goff, 102-A W. Main St., Staunton, 318.

Dr. Frank B. Warner, Poplar St., Mt. Olive, 354.

Dr. C. H. Sihler, 318 Madison St., Litchfield, 160.

Dr. E. F. Wahl, Edw. Natl. Bank Bldg., Edwardsville, 181.

Dr. Wm. E. Delicate

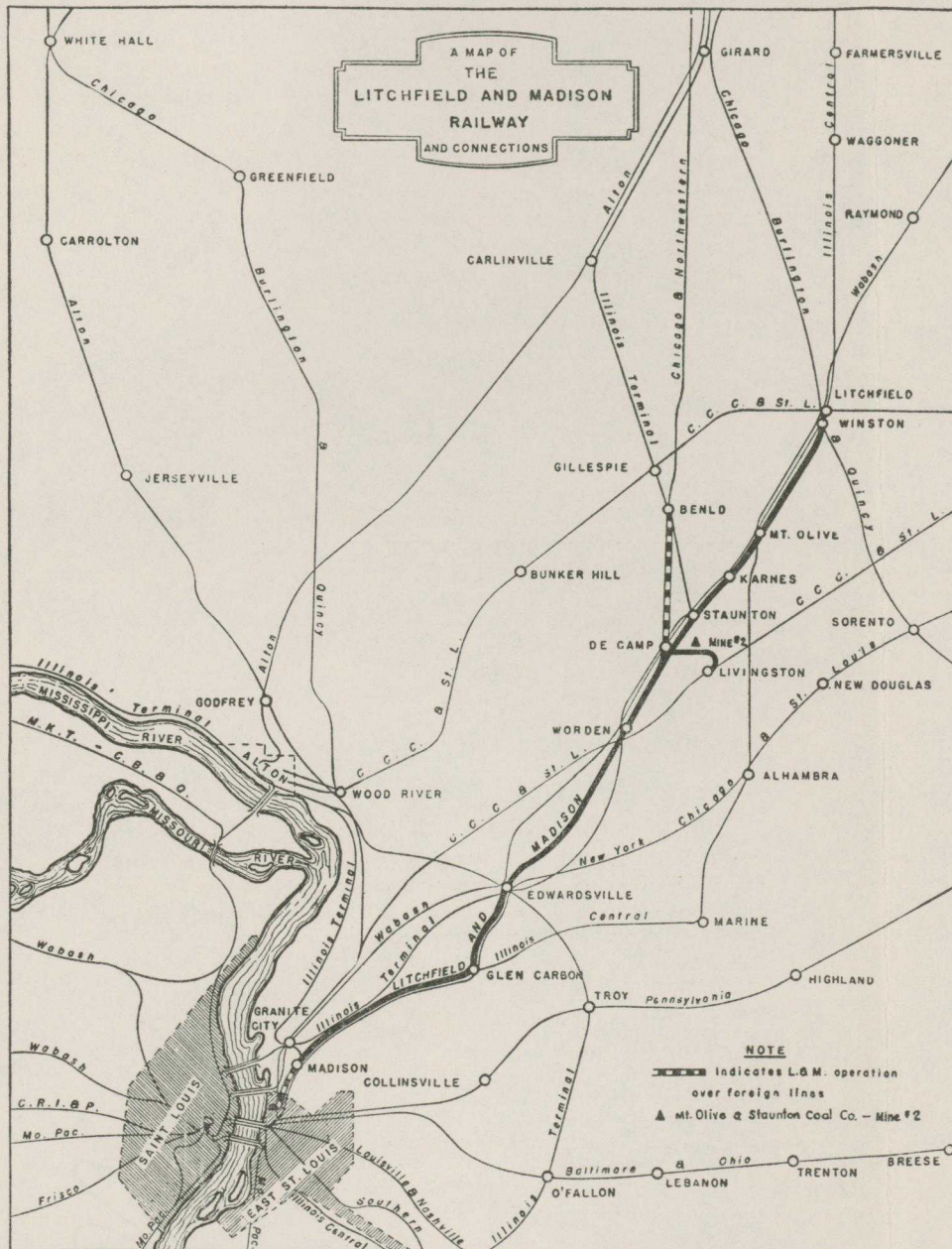
Dr. J. C. Collins

} 117 West Linden, Edwardsville, 3015.

Train Dispatchers

S. C. Davis
L. D. MeyerJ. T. Holloway
Otto ThuerkoffJ. E. Gersteneker
Chief Train DispatcherW. E. Knecht
Trainmaster - Master Mechanic

THE LITCHFIELD AND MADISON RAILWAY



Regular daily co-ordinated fast freight service and traffic to and from St. Louis-East St. Louis Gateway with the Chicago & Northwestern Railway, via Benld.

OTHER FREIGHT CONNECTIONS AND JUNCTION POINTS

- Illinois Central R.R.—
Mt. Olive, Ill.
Madison, Ill.
- New York, Chicago & St. Louis R.R.—
Edwardsville, Ill.
East St. Louis, Ill.
- Alton & Southern R.R.—
Madison, Ill.
- Cleveland, Cincinnati, Chicago & St. L. Ry.—
Livingston, Ill.
- Chicago, Burlington & Quincy R.R.—
Winston, Ill. (Litchfield).
- East St. Louis Junction R.R.—
East St. Louis, Ill.
- Illinois Terminal Co.—
Edwardsville, Ill.
Madison, Ill.
- Southern Ry. (V. & C. Belt)—
East St. Louis, Ill.
- Wabash R.R.—
Karnes, Ill. (Stanton).
- Terminal Railroad Association of St. Louis—
Madison, Ill.
East St. Louis, Ill.
St. Louis, Mo. (Proper).
- St. L. M. B. T. Ry. —
Madison, Ill.
- Wiggins Ferry Ry.—
East St. Louis, Ill.

Other connections at East St. Louis, Ill., via Alton & Southern or Terminal Railroad Association

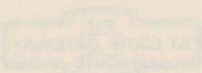
Baltimore & Ohio
Chicago & Eastern Ill.
*C. B. & Q. Railway
*C. R. I. & P.
C. C. C. & St. L.

Gulf, Mobile & Ohio
Louisville & Nashville
Manufacturers Railway
*Missouri-Kansas-Texas
Missouri Pacific

Pennsylvania Railroad
St. L. B. E. Railway
St. Louis-San Francisco
St. Louis Southwestern
Wabash Railroad

*Applies only via Terminal Railroad.

THE LITCHFIELD AND MADISON RAILWAY



Regular daily co-ordinated fast freight service and mail to and from St. Louis, East of Town, Chicago and the Chicago & North Western Railway via the Litchfield and Madison Railway.

OTHER FREIGHT CONNECTIONS AND JUNCTION POINTS

Illinois Central R.R. —
 Mt. Olive, Ill.
 Madison, Ill.

Chicago & North Western R.R. —
 Chicago, Ill.

Chicago, Burlington & Quincy R.R. —
 Chicago, Ill.

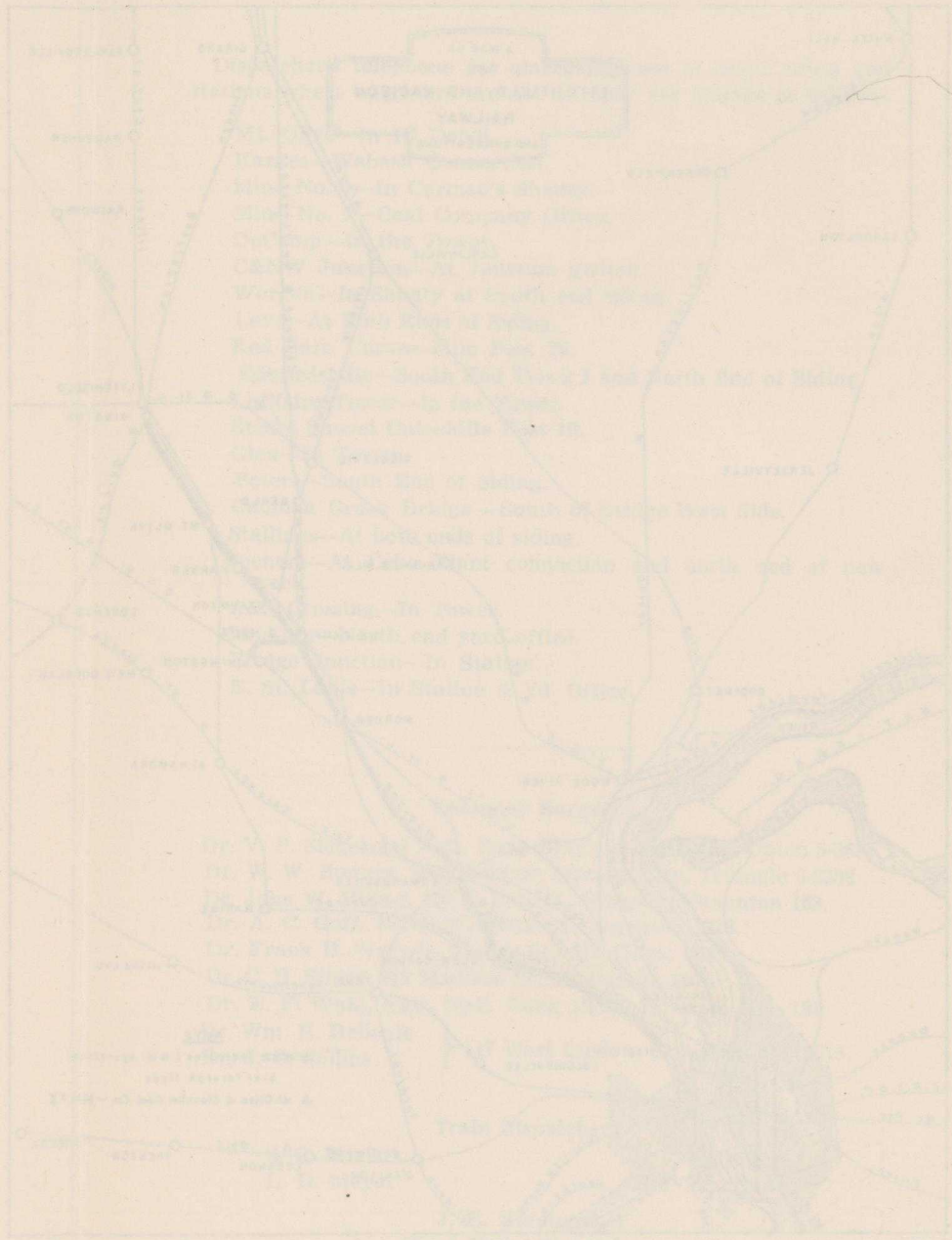
Illinois Terminal Co. —
 Knoxville, Ill.

Washington R.R. —
 Knoxville, Ill.

Terminal Railroad Association of St. Louis —
 East St. Louis, Ill.

St. Louis and North Western R.R. —
 St. Louis, Mo.

Station	Distance from St. Louis	Distance from Chicago
St. Louis	0	0
East St. Louis	10	10
Madison	20	20
Chicago	30	0



Other connections at East St. Louis, Ill. via Alton & Southern or Terminal Railroad Association

Baltimore & Ohio
Chicago & North Western
C. & N. W. Ry.
Illinois Central
Missouri-Kansas
Rock Island

*Applies only via Terminal Railroad