

Chicago, Burlington & Quincy Railroad Co.

LINES EAST OF THE MISSOURI RIVER

TIME TABLE

OF THE
BEARDSTOWN DIVISION

OF THE
ILLINOIS DISTRICT

No. 18



EFFECTIVE AT 12:01 A. M.

SUNDAY, JUNE 5, 1927

DESTROY ALL TIME TABLES OF PREVIOUS DATE.

This Time Table is for the exclusive use and guidance of the employes concerned, who must carry in addition thereto the book of rules of the operating department.

Rio and Beardstown—Sub-division.

TIME TABLE No. 18.

BEARDSTOWN DIVISION.

EFFECTIVE JUNE 5, 1927.

SOUTHWARD							STATIONS.	Distance from St. Louis	Capacity of Sidings	Other Tracks	Office Closed	NORTHWARD					
SECOND CLASS			FIRST CLASS									FIRST CLASS.				SECOND CLASS.	
Daily Mdse.	Daily Mdse.	Daily Passenger	Daily Passenger	Daily Passenger	Daily Ex. Sunday Passenger	Daily Passenger						Daily Ex. Sunday Passenger	Daily Passenger	Daily Passenger	Daily Mdse.	Daily Mdse.	Daily Passenger	Daily Passenger	Daily Mdse.	Daily Mdse.
70	80	52	148	48	190							51	191	47	147	77	73
			A.M.				B. R. W. Y. Yd.	206.86	15			A	A 8.20	P.M.	A 4.45		
			L 8.20					4.36	30	4:50 p. m. to 7:50 a. m.		s	8.10		s 4.33		
			s 8.32					4.70	30			s	8.00		s 4.20		
			s 8.45					5.95	28	4:30 p. m. to 7:30 a. m.		s	7.45		s 4.05		
			s 9.00					5.37	22	4:30 p. m. to 7:30 a. m.		s	7.30		s 3.50		
								1.00	20			s	7.12		s 3.40		
								21.38	20			s	7.01		s 3.29		
								21.48	20			s	6.49		s 3.17		
								21.48	20			s	6.32		s 3.09		
								21.48	20			s	6.20		s 3.02		
								21.48	20			s	6.07		s 2.55		
								21.48	20			s	5.50		s 2.45		
								21.48	20			s	5.35		s 2.20		
								21.48	20			s	5.28		s 2.00		
								21.48	20			s	5.15		s 1.50		
								21.48	20			s	5.00		s 1.40		
								21.48	20			s	4.45		s 1.30		
								21.48	20			s	4.30		s 1.25		
								21.48	20			s	4.15		s 1.20		
								21.48	20			s	4.00		s 1.15		
								21.48	20			s	3.45		s 1.10		
								21.48	20			s	3.30		s 1.05		
								21.48	20			s	3.15		s 1.00		
								21.48	20			s	3.00		s 0.55		
								21.48	20			s	2.45		s 0.50		
								21.48	20			s	2.30		s 0.45		
								21.48	20			s	2.15		s 0.40		
								21.48	20			s	2.00		s 0.35		
								21.48	20			s	1.45		s 0.30		
								21.48	20			s	1.30		s 0.25		
								21.48	20			s	1.15		s 0.20		
								21.48	20			s	1.00		s 0.15		
								21.48	20			s	0.45		s 0.10		
								21.48	20			s	0.30		s 0.05		
								21.48	20			s	0.15		s 0.00		
								21.48	20			s	0.00		s 0.00		
								21.48	20			s	0.00		s 0.00		
								21.48	20			s	0.00		s 0.00		
								21.48	20			s	0.00		s 0.00		
								21.48	20			s	0.00		s 0.00		
								21.48	20			s	0.00		s 0.00		
								21.48	20			s	0.00		s 0.00		
								21.48	20			s	0.00		s 0.00		
								21.48	20			s	0.00		s 0.00		
								21.48	20			s	0.00		s 0.00		
								21.48	20			s	0.00		s 0.00		
								21.48	20			s	0.00		s 0.00		
								21.48	20			s	0.00		s 0.00		
								21.48	20			s	0.00		s 0.00		
								21.48	20			s	0.00		s 0.00		
								21.48	20			s	0.00		s 0.00		
								21.48	20			s	0.00		s 0.00		
								21.48	20			s	0.00		s 0.00		
								21.48	20			s	0.00		s 0.00		
								21.48	20			s	0.00		s 0.00		
								21.48	20			s	0.00		s 0.00		
								21.48	20			s	0.00		s 0.00		
								21.48	20			s	0.00		s 0.00		
								21.48	20			s	0.00		s 0.00		
								21.48	20			s	0.00		s 0.00		
								21.48	20			s	0.00		s 0.00		
								21.48	20			s	0.00		s 0.00		
								21.48	20			s	0.00		s 0.00		
								21.48	20			s	0.00		s 0.00		
								21.48	20			s	0.00		s 0.00		
								21.48	20			s	0.00		s 0.00		
								21.48	20			s	0.00		s 0.00		
								21.48	20			s	0.00		s 0.00		
								21.48	20			s	0.00		s 0.00		
								21.48	20			s	0.00		s 0.00		
								21.48	20			s	0.00		s 0.00		
								21.48	20			s	0.00		s 0.00		
								21.48	20			s	0.00		s 0.00		
								21.48	20			s	0.00		s 0.00		
								21.48	20			s	0.00		s 0.00		
								21.48	20								

BEARDSTOWN DIVISION.

BEARDSTOWN AND ST. LOUIS—SUB-DIVISION. TIME TABLE No. 18.

EFFECTIVE JUNE 5, 1927.

SOUTHWARD.				NORTHWARD.			
SECOND CLASS				FIRST CLASS			
Daily Mdse.	Daily Mdse.	Daily Mdse.	Daily Freight	Daily Passenger	Daily Ex. Sunday Passenger	Daily Passenger	
70	72	80	78	52	12	48	
A.M.	P.M.	P.M.	P.M.	A.M.	A.M.	P.M.	
L 9.45	L 3.00	L 4.00	L 8.00	L 2.19	L 5.45	L 12.35	
				f 2.31	f 5.58	f 12.48	
				f 2.38	s 6.07	s 12.56	
A 10.30	A 4.00	5.30	9.20	s 2.53	A 6.18	s 1.05	
A.M.	P.M.			s 3.03	A.M.	s 1.12	
		5.42	9.40	f 3.11		s 1.27	
				f 3.14		s 1.36	
		5.55	9.55	f 3.14		s 1.40	
		6.15	10.15	s 3.25		s 1.52	
		6.40	10.51	f 3.38		s 2.05	
				f 3.46		s 2.14	
		6.55	11.15	s 3.49		s 2.18	
		7.15	11.45	s 4.00		s 2.30	
		7.35	12.20	f 4.13		s 2.43	
		7.55	1.05	s 4.24		s 2.58	
		8.20	1.25	s 4.36		s 3.06	
				f 4.45		s 3.16	
		8.40	1.45	s 4.54		s 3.23	
		9.25	2.20	s 5.14		s 3.44	
			2.40	f 5.30		f 4.00	
		10.11	2.50	f 5.36		s 4.06	
		10.40	3.00	s 5.42		s 4.15	
		A 1.00	A 5.00	s 6.31		s 5.00	
				A 6.51		A 5.19	
		A.M.	A.M.				
Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily	
0:45	1:00	9:00	9:00	4:32	0:33	4:44	
20.0	14.8	12.0	12.0	25.0	26.3	23.8	

PASSENGER TRAINS MUST NOT EXCEED 45 MILES AN HOUR; 40 MILES AN HOUR WITH R-4 OR R-5 ENGINES; PASSENGER MOTOR CARS MUST NOT EXCEED 40 MILES AN HOUR; FREIGHT TRAINS AND LIGHT ENGINES 30 MILES AN HOUR. TRAINS BETWEEN EAST ALTON AND BRIDGE JUNCTION GOVERNED BY RULES AND TIME TABLE OF C. C. C. & ST. L. RAILROAD. TRAINS BETWEEN BRIDGE JUNCTION AND ST. LOUIS GOVERNED BY RULES AND TIME TABLE OF T. R. R. ASSN.

Trains northward are superior to trains of the same class southward.
 Rules (D) 251, (D) 252, (D) 254, 318 (B), in effect between Beardstown and Concord.
 Rule 318 (B) in effect between Concord and East Alton.
 Double track: Beardstown to Frazier and Gibbs to Concord.
 Normal position of junction switch at end of double track at Frazier is for northward trains. Normal position of crossover switch at end of double track is for advance track. Switch target and light when so set will show red. Northward trains will use advance track only by train order.
 Normal position of junction switch at end of double track Gibbs is for southward trains. Normal position of crossover switch is for advance track. Switch target and light when so set will show red. Southward trains will use advance track only by train order.
 Staff stations: Frazier and Gibbs.
 Train doubling Arenzville Hill must double from Frazier.

Local Extra leaves Beardstown 7 a. m. daily except Sunday, and carries passengers Arenzville to Whitehall.
 Local Extra leaves East Alton 6:30 a. m. daily except Sunday, and carries passengers Whitehall to Arenzville.

SPEED RESTRICTIONS.
 Passenger trains 20 miles an hour over switches at Beardstown Yard Office.
 Southward passenger trains 30 miles an hour and freight trains 20 miles an hour over Macoupin Creek Bridge, 54.62 south of Rock Bridge.
 Northward passenger trains 30 miles an hour and freight trains 15 miles an hour Mile Post 105 to Arenzville.
 Northward freight trains must use ten minutes Gibbs to Frazier.
 Northward passenger trains 30 miles an hour and freight trains 15 miles an hour on reverse curves between Alsey and Winchester.
 Freight trains 20 miles an hour around curve at Piassa Station.
 Class O engines 25 miles an hour between Concord and East Alton, 10 miles an hour southward over bridge 54.62 south of Rock Bridge.
 Trains 8 miles an hour through Whitehall.

BEARDSTOWN DIVISION.

CENTRALIA AND HERRIN—SUB-DIVISION. TIME TABLE No. 18.

EFFECTIVE JUNE 5, 1927.

SOUTHWARD.					CENTRALIA AND HERRIN—SUB-DIVISION.										NORTHWARD.				
SECOND CLASS.			FIRST CLASS.		Signs	Distance from Concord	STATIONS.	Distance from Herrin	Capacity of Sidings.	Other Tracks	Office Closed	FIRST CLASS.		SECOND CLASS.					
Daily Mds.	Daily Mds.	Daily Passenger	Daily Ex. Sunday Passenger	Daily Passenger								Daily Ex. Sunday Passenger	Daily Passenger	Daily Ex. Sunday Passenger	Daily Mds.	Daily Mds.	Daily Mds.	Daily Mds.	
72	70	48	46			...CENTRALIA FREIGHT YARD...	53.30					47	45	73	71				
A.M. 2.00	P.M. 4.30	A.M. 1.00	A.M. 8.15	B.C.K.O. R.T.W. Yd.	119.82	...	52.90	Yd.				A.M. 6.20	P.M. 2.25	A.M. 3.00	A.M. 1.00				
				B.K.R. Yd.	120.22	...CENTRALIA...	52.90												
					121.10	...Missouri-Illinois Crossing (Interlocked)...	52.02												
					121.40	...Illinois Central Crossing (Interlocked)...	51.72												
					121.50	...Southern Ry. Jct. (Interlocked)...	51.62												
		f 1.14	f 8.29	F.W.	128.09	...CRAVAT...	45.03		14	No Office.		f 6.04	f 2.10						
		s 1.30	s 8.44			...L. & N. Crossing (Interlocked)...													
		s 1.46	s 9.00	W.	143.47	...WOODLAWN...	37.74		39			s 5.48	s 1.58						
		s 2.05	s 9.20			...W. C. & W. Crossing (Grade)...				4:00 p.m. to 8:00 a.m.		s 5.31	s 1.42						
				O.W.Y. Yd.	152.07	...WALTONVILLE...	29.65		125			s 5.13	s 1.25						
				F.	155.07	...SESSER...	18.05	Yd.		4:00 p.m. to 12:01 a.m.									
		f 2.20	f 9.30	F. Yd.	156.51	...REND SPUR...	18.05												
		s 2.22	s 9.32			...VALIER MINE...	16.61		12	No Office.		f 5.03	f 1.14						
		s 2.29	s 9.38	F.W.	157.51	...VALIER...	15.61					s 5.01	s 1.12						
						...Illinois Central Crossing (Interlocked)...													
		2.36	s 9.45 10.15	C.K. W.Y. Yd.	160.37	...CHRISTOPHER...	12.75	Yd.				s 4.57	s 1.05						
	4.30	6.15				...Zeigler Jct.	9.47		75	No Office.		4.47	12.55 s12.30	12.35	8.35				
						...Mo. Pac. Crossing (Interlocked)...	9.37												
	4.42	6.20	f 2.43	W. Yd.	163.75	...CAMBON...	7.07		32	19	4:00 p.m. to 7:00 a.m.	f 4.42	f12.23	12.30	8.30				
			s 2.45			...HORTON...	5.37				No Office.	4.38	12.19						
			f 2.50	F. Yd.	167.75	...FREEMAN...	3.87					s 4.00	s11.50						
			s 2.57			...HERRIN JUNCTION...	1.00	Yd.				f 3.55	s11.45						
	A 5.05 A.M.	A 6.35 P.M.	s 2.57			...Mo. Pac. Crossing (Grade)...	0.40					s 3.50	s11.40	L12.10 A.M.	L 8.15 P.M.				
			A 3.14 A.M.	R. Y. Yd.	173.12	...HERRIN...			39	16	No Office.	L 3.45 A.M.	L11.35 A.M.						
	Daily	Daily	Daily			...SCHEDULED TIME...						2:35 19.2	2:50 18.7	Daily	Daily				
	3:05 16.8	2:05 25.0	2:14 25.0			...AVERAGE MILES AN HOUR...								2:50 18.7	4:30 11.8				

NORTHWARD.			CENTRALIA AND HERRIN—SUB-DIVISION.										SOUTHWARD.			NORTHWARD.			
FIRST CLASS.			Signs	Distance from Wye Junction.	STATIONS.	Distance from West Frankfort	Capacity of Sidings.	Other Tracks	Office Closed	FIRST CLASS.			FIRST CLASS.		Signs	Distance from Zeigler Jct.	FIRST CLASS.		
Daily Ex. Sunday Passenger	Daily Ex. Sunday Passenger	Daily Passenger								Daily Passenger	Daily Ex. Sunday Passenger	Daily Ex. Sunday Passenger	Daily Ex. Sunday Passenger	Daily Ex. Sunday Passenger			Daily Ex. Sunday Passenger	Daily Ex. Sunday Passenger	Daily Ex. Sunday Passenger
45	46	47			...HORTON...	3.61				147	146	145	45	46			146	145	
A.M. 11.51	A.M. 10.22	A.M. 4.00	Y.	.0	...					A.M. 4.38	A.M. 10.55	P.M. 12.19	P.M. 12.30	A.M. 9.45	Yd.	0	A.M. 10.15	P.M. 12.55	
s11.56	s10.29	s 4.07	K.R. W.Y.	1.51	...WEST FRANKFORT YD...	2.10	Yd.	5:30 p.m. to 8:30 a.m.		s 4.27	s10.49	s12.13	L12.41	A 9.57	Yd.	2.65	L 9.59	L12.42	
A12.04	A10.40	A 4.17		3.61	...C. & E. I. CROSSING (Grade)...					L 4.19	L10.42	L12.05	P.M.	A.M.	Yd.	0	A.M.	P.M.	
P.M. Daily Ex. Sunday	A.M. Daily Ex. Sunday	A.M. Daily			...WEST FRANKFORT...	.0				A.M. Daily	A.M. Daily Ex. Sunday	P.M. Daily Ex. Sunday							

PASSENGER TRAINS MUST NOT EXCEED 45 MILES AN HOUR; 40 MILES AN HOUR WITH R-4 OR R-5 ENGINE; FREIGHT TRAINS AND LIGHT ENGINES, 30 MILES AN HOUR.

Double track: South end of Centralia Freight Yard to Zeigler Jct.
 Rules D-251, D-252, D-254, 318-B in effect between Centralia and Zeigler Jct.
 Rule 318-B in effect between Zeigler Jct. and Herrin Jct.
 Normal position of junction switch at end of double track Zeigler Jct. is for northward trains.
 No. 72 will carry passengers holding tickets for points south of Herrin Jct.
 No. 71 will stop to discharge passengers from stations south of Herrin Jct.
 The running track between Cambon, and East Wye switch, at Horton, and the line West Frankfort Station, to Horton, is all yard limits.
 All trains or engines entering or leaving main track at Horton must get permission from Dispatcher before moving in either direction from Horton.
 All C. B. & Q. trains and engines running between South end C. B. & Q. lead and C. B. & Q. station, Zeigler, must move at restricted speed. Track between South end C. B. & Q. lead and C. B. & Q. station, Zeigler, is used by C. B. & Q., Mo. Pac., I. C. and the Mine Company engines.
 Normal position of Sou. Ry. Junction switch at Centralia is for C. B. & Q. tracks.
 Normal position of main track switches at north and south end of Centralia yard is for freight yard leads.
 Normal position of Sou. Ry. Jct. switch is lined for C. B. & Q. main track. Sou. Ry. westward trains will cross over from the northward track to main track at crossover north of 3d North Street, Centralia.

C. B. & Q. southward and Sou. Ry. eastward trains will stop at Jct. switch near yard office at Centralia and all trains on joint track between Sou. Ry. Jct. switch south end Centralia yard and I. C. R. R. Tower will move at restricted speed.
 All trains and engines running between Sou. Ry. Jct. and Centralia must move at restricted speed.
 No. 45 and No. 46 are superior to No. 145 and 146 Zeigler Jct. to Zeigler.
 The track from south leg of Wye to Herrin is not good for class M engines.
 Automatic block signals in use between Horton and Cambon and at Zeigler Jct.

No. 70-A leaving No. St. Louis 8:00 A. M. via Hannibal Division and Terminal Ry., Granite City, B. & O. to Shattuc.
 No. 74 leaving East St. Louis 10:15 P. M. via B. & O. to Shattuc.
 No. 71 arriving at East St. Louis 9:00 A. M. via R. & O. from Shattuc.
 No. 73-A arriving at No. St. Louis 7:00 P. M. via B. & O. from Shattuc to Granite City, Terminal Ry., Hannibal Division.

Herrin Junction and Paducah—Sub-division.

BEARDSTOWN DIVISION.

TIME TABLE No. 18.

EFFECTIVE JUNE 5, 1927.

SOUTHWARD.						STATIONS.	NORTHWARD.										
SECOND CLASS.							Distance from Concord	Distance from Paducah	Capacity of Sidings	Other Tracks	Office Closed	SECOND CLASS.					
		Daily Mdse.	Daily Mdse.									Daily Mdse.	Daily Mdse.			Daily Mdse.	Daily Mdse.
		72	70			171.52	68.47				71	73					
		A.M. L 5.25	P.M. L 6.40			B. C. K. E. W. Y. Yd.					P.M. A 8.10	A.M. A 12.05					
						179.71	60.23		8	No Office.							
		f 5.55	7.05			186.17	53.82	58	12		f 7.35	11.35					
						5.26											

Trains between Neilson and W. V. Tower are governed by rules and time table of C. & E. I. R. R.

						W.	191.45	.....GOREVILLE.....	48.56	74	43				
							196.20	.....OMAR.....	43.79	48		No Office.			
							198.55	.....BUNCOMBE.....	41.44		34				
							201.78	.....WEST VIENNA.....	38.21		20				
		f 7.10	8.00			R.	201.90	.....W. V. Tower.....	38.09				f 6.45	10.45	
							209.13	.....C. C. C. & St. L. Crossing (Interlocked). .....FORMAN.....	30.86	46	33	12:01 a.m. to 4:00 p.m.	f 6.25	10.30	
		f 7.25	8.15			F. W.									
		f 7.45	8.30			F.	215.36	.....MERMET.....	24.63	41	24	No Office.	f 6.05	10.10	
		f 8.05	8.45			F.	220.32	.....CHOAT.....	19.67		20	No Office.	f 5.50	9.57	
			8.20	9.00		Yd.	225.12	.....C. B. & Q. JUNCTION.....	14.87	Yd.		No office.	5.35	9.45	

Trains between C. B. & Q. Junction and Paducah are governed by rules and time table of P. & I. R. R.

		s 8.25	s 9.10			B. C. K. E. W. Y. Yd.	226.11	.....METROPOLIS.....	13.88	Yd.			s 5.30	s 9.40	
		A 10.00 A.M.	A 11.29 P.M.			B. C. K. E. T. W. Yd.	239.99	.....PADUCAH.....		Yd.			L 4.45 P.M.	L 9.00 P.M.	
		Daily	Daily										Daily	Daily	
		4:35 14.9	4:49 16.4					.....SCHEDULED TIME.....					3:25 20.1	3:05 22.5	
								.....AVERAGE MILES AN HOUR.....							

TRAINS AND LIGHT ENGINES MUST NOT EXCEED 30 MILES AN HOUR.

Trains northward are superior to trains of same class southward.

Rule 318 (B) in effect.

No. 72 and 71 will carry passengers except locally between Neilson and W. V. Tower.

Normal position of switch Herrin Jct. will be for Metropolis Line.

Local Extra leaves Metropolis 8:30 a. m. Tuesday, Thursday and Saturday.

Local Extra leaves Centralia 7:30 a. m. Monday, Wednesday and Friday.

All trains and engines running between the I. C. yards and C. B. & Q. Jct. or River Jct. at Metropolis must move at restricted speed.

All trains and engines must move at restricted speed between Illinois Central Depot and P. & I. connections, Metropolis.

Speed around curve at Wye connections with P. & I. R. R. 8 miles an hour.

Account short curvature, Class M-3 engines entering Herrin Jct. yard from south end must use the Herrin main line as lead for this movement. Account sharp curvature and switches too close together M-3 engines will not use Metropolis main line to south lead of yard tracks.

Trains 10 miles an hour under triple bridges 1.67 miles south Herrin Junction.

SPECIAL INSTRUCTIONS.

Master Mechanic, W. E. Corya, Beardstown.
 Train Master, F. B. Leonard, Beardstown.
 Train Master, F. L. Goodman, Centralia.
 Road Foreman of Engines, E. Hill, Beardstown.
 Road Foreman of Engines, G. C. McChesney, Centralia.
 Chief Dispatcher, H. B. F. Sayre, Beardstown.
 Night Chief Dispatcher, H. L. Baker, Beardstown.
 Train Dispatchers:

G. V. Darneille.	E. C. Garnier.
F. B. Hubbard.	R. S. Best.
A. D. Haist.	P. M. Green.
W. G. Bingham.	A. Hickman.

1. Where manual or controlled manual block system rules are in effect, as indicated in foot notes, train order signal will also be used as block signal, normal indication "stop," while operator is on duty, and must not be changed to "proceed," while orders are in effect to trains in that direction, clearing preceding train as per Rule 906.

Light engines and freight trains, carrying passengers or caretakers, will be handled the same as passenger, mail or express trains. Conductors will advise dispatcher when no passengers or caretakers on their train.

Trains may pass train order signal indicating "stop," when convenient to do station work or take siding, but the proper clearance must be obtained before train can proceed from station. A proceed signal indication must not be displayed for or accepted by a train entering a siding.

When weather conditions obscure the view, operators will promptly report to the dispatcher, who will decide if an absolute block of all trains must be maintained.

Where Rules D-251, D-252 and D-254 are in effect, freight trains stopped by train order signal at stations where sidings are located on or near schedule of first-class trains, will clear the main track at once, unless otherwise advised by signalman. Conductor must advise promptly when clear of main track, and receive permission from signalman before can again return to main track.

2. Train order signal must indicate "stop" in both directions at end of reverse movement, and Clearance Card A, with copy of train order delivered to the train completing a reverse movement.

3. Trains Approaching Stations. Except in automatic block signal territory, freight and extra trains must pass through stations at restricted speed, unless the way is seen to be clear.

4. Where automatic block system is in effect, normal indication of train order signal must be "proceed" except when train orders are in effect for trains in that direction, when signal must be changed to stop and remain so until orders have been delivered to trains, or cleared as per Rule 906.

5. Grade Signals. The semaphore type is indicated by yellow square end blade with black stripe and purple marker light on right side of pole below. Restrictive light indication, yellow above and purple below when the blade is in horizontal position.

Color light signal type are indicated by a purple marker light on right side of pole below head. Restrictive indication for two-light signals one yellow light above and purple light below. For three light signals two yellow lights above and one purple light below. Restrictive indication of signal.

Trains may pass signal at not to exceed five miles an hour and then proceed as per Rule 509-A or 509-B.

6. Restricted Speed. Proceed prepared to stop short of train, obstruction, or anything that may require the speed of a train to be reduced.

7. A train which is to take siding at a point where the switch to be used is within 300 feet in advance of an automatic block signal, may pass such signal at stop to enter siding, at restricted speed, provided the switch is set for the siding and the way is known to be clear. In such case Rule 509 will not be effective.

8. Restricting Order. On single track, in automatic signal territory, a train order restricting superiority of passenger, mail and express trains may be given on "19 Form."

In Non-automatic block signal territory where middle order is used, a train order restricting superiority of a passenger, mail or express train may be given on "19 Form." At division, terminal and junction stations where "31 Form" is used and the signature of the Conductor of a passenger, mail or express train cannot be obtained previous to the time at which it is necessary to send orders to other trains against it, the orders may be given and the signature of the conductor of the passenger, mail or express, train obtained to the restricting order at the time the conductor reports for orders before the commencement of his run on that division or subdivision.

9. Delivering Orders. Operators must deliver copy of train orders and clearance cards to flagmen on passenger trains.

10. Advancing Trains. When a Train Dispatcher desires to advance a train from a station where, by the rule, it should enter the siding before passing a train order office, he may instruct the operator to use a green signal, as prescribed by Rule 12-C, or clear the calling-on signal. The enginemen may then continue to move his train on the main track to the signal at restricted speed, and there be governed by train orders that are addressed to his train.

11. Safety of Trains at Terminals. At terminals station the conductor will be responsible for the safety of his train, while on the main track, until relieved.

12. Protection of Trains on Grade. When necessary to leave a train, or portion of a train, on a grade, air brakes must be set, then hand brakes set tight, and air brakes released before engine is uncoupled.

13. Protection of Oil Cars. Oil cars connected with a loading or unloading device must be protected with signs reading "stop, tank car connected." The sign may be placed on ends of car or on the track and should be placed or removed by party loading or unloading.

14. Backward Movement of Passenger Trains. The conductor must control, with extension hose, the backward movement of loaded passenger trains at terminals and at other points where necessary.

15. Standard Time. Rules 2 and 3 (Book of Rules) will also apply to Train, Baggage, Brakemen, Flagmen, Firemen and Switchmen.

16. Whistle Signals. The recall signal D-14 (d and e) against the current should be followed by one short blast of the whistle.

Rules 14-L and D-14-L modified as follows:
 Two long, one short and one long.

INDICATION.

Approaching public crossing at grade, the last blast of the whistle to continue until engine reaches highway crossing. Enginemen will give consideration to speed train is moving in gauging the distance from the crossing that whistle signal 14-L and D-14-L will be started.

17. Inspection of Special Equipment. Steam shovels, snow plows, derricks, rail loaders and other special equipment must be inspected for safe side and top clearance before being moved in trains.

18. Conductors of work extras and foremen of bridge and track gangs must furnish flagman written instructions to be handed to engineer of trains flagged, detailing clearly what they are to do.

Where changes in instructions are necessary, they may be written by the conductor or foreman, or by the flagman under instructions of conductor or foreman.

19. Where check of register is not received by train order, conductors will check register as per Rule 83 and furnish register check, Form 1648, to engineman. When register check is received by train order, conductor will hand register ticket to operator who will register.

20. Following rule in effect on sub-divisions where so specified in foot notes: Freight trains will be notified of following extras by the Train Dispatcher, who will issue train orders to all concerned as follows:

"C&E after -time- protect against Extra—. Preceding trains receiving this order will after the specified time while occupying main track at stations, protect according to Rule 99."

In the absence of this order, freight trains may occupy the main track between station boards protecting against schedule trains only, and following extra trains must approach all stations prepared to stop at the station board, and thereafter proceed as the way is seen or known to be clear.

21. Dead engines must be placed as near the forward end of trains as the service will permit. There shall be not less than three cars between the engine handling the train and the first dead engine, and between any two dead engines.

22. Use of Track. When necessary to take siding, advance track at end of double track will be used only by trains leaving double track, except by special instructions.

Unless otherwise provided in foot notes where there are two sidings for meeting or passing trains, the right-hand track should be used. If necessary to use the left-hand track, train must protect against opposing movement.

23. The Following Signs Indicate:

"F" Telephone siding without operator.	"R" Registering Station.
"C" Fuel.	"K" Standard Clock.
"W" Water.	"O" Track Scales.
"Y" Wye.	"B" Bulletin Board.
"T" Turntable.	
"Yd." Yards. Where yard limit boards are maintained.	

24. When practicable operators will be on the station platform while a passenger or freight train is passing. The rear brakeman or flagman passing through stations should be where signals can be exchanged either with operator or with trainmen of trains standing on sidings at stations. The following code of signals will be used:

Observe the equipment, particularly running gear, and if anything dragging or other defects noticed likely to create a dangerous condition give "Stop" signal. If impossible to communicate "Stop" signal to trainmen, operators will report by wire to the train dispatcher.

HOT JOURNALS.

By Day—Hold nose with first finger and thumb of right hand and point down toward trucks with left hand.

By Night—Swing lamp in small vertical circle, lamp to be held in hand by guard wires around the globe.

BRAKES STICKING.

By Day—Shove hand in sliding movement out from body.

By Night—Same signal given with lamp in hand

ALL CLEAR.

By Day—Raise hand and hold it stationary.

By Night—Quick sharp "all right" signal.

25. Speed Restrictions. Passenger, mail and express trains 35 miles an hour and other trains 15 miles an hour over crossings that are interlocked.

Trains 15 miles an hour on sidings and through crossovers at end of double track and 10 miles an hour through other turnouts unless otherwise specified.

Enginemen handling light engines must approach all hazardous road crossings where view is obstructed, prepared to stop.

Trains handling steam derrick, pile drivers, bridge derricks, clam-shells and steam shovels must not exceed speed as follows:

30 miles an hour Bushnell to Herrin Jct.

25 miles an hour Concord to East Alton.

20 miles an hour Bushnell to Rio.

25 miles an hour Herrin Jct. to Metropolis.

Trains handling short scale test cars, 25 miles an hour.

Clam-shells moved in trains must have boom taken down and trailing.

Where Rules 509, 509-A and 509-B in effect, trains must not exceed ten miles an hour after passing stop and proceed signal at stop or a stop signal on authority of train dispatcher.

26. The line between Gibbs and Frazier, Browning and Bader, is operated by staff block system.

At each end of the block is a staff instrument which is a case for holding staffs. These cases are electrically connected with each other, so that when a staff is taken out at Browning none can be released at Bader, or vice versa, and when one is taken out at Gibbs none can be released at Frazier, or vice versa. These staffs are a metal key, about five inches long and five-eighths of an inch in diameter, and take the place of a train order.

A train having a staff in its possession has the right to proceed into the block which it governs—only one staff for each block can be released at the same time; no train is allowed to enter a block without having possession of a staff, as authority to do so.

The staff will be taken out of the instruments at Bader, Browning, Frazier and Gibbs by the block operators and handed to the enginemen (except as hereafter provided) as they pass the station. They will be placed in "ring staff pouches" a good deal like the Quay hoops which have been used for some time to deliver "19" orders — and they must be delivered by the person who received them, to the station at the far end of the block when he reaches it, as no other staffs can be drawn out until they have been replaced in one of the instruments.

Operators will be held personally responsible for replacing all staffs in the instrument promptly upon their delivery by trains. No staff must be delivered to any train which has not been withdrawn from the instrument especially for that train.

The delivery of a staff, left at any of the offices by one train, to another train moving in the opposite direction without first replacing it in the staff instrument is forbidden.

The engineman of every train moving from Browning to Bader must secure a staff at Browning before proceeding. If the pusher is to help the train, it must go entirely through the block with the train as a part thereof and secure a staff from the operator at Bader, with which to return at Browning.

The north switch of extended siding at Gibbs, and the south switch of siding at Frazier will be equipped with an electric lock which will be controlled by the block operator. In order to avoid the delay which would result if conductors of trains which are on the siding got the staff at the block office and took it up to the engineman, such trains may proceed on telephone orders and the unlocking of the switch, in which case the staff will be given to the conductor by the block operator, and carried by him and not the engineman.

In every case except these, the engineman must have possession of the staff before proceeding.

If it is not possible for an operator at Bader, Browning, Frazier or Gibbs to release a staff on account of one being out, he will hold his train order signal at stop, so as to warn trains approaching his station, that no staff can be issued at that time. If he has a staff all ready to deliver, he will clear his train order signal, but no train has the right to proceed into the block, whether the signal is clear or not without having the staff in its possession.

The block instrument at Frazier is equipped with a pusher staff attachment. This has a separate staff from those used between Frazier and Gibbs in regular service and can only be replaced in the pusher staff case at Frazier. Whenever the pusher is to help a train into the block between Frazier and Gibbs, its engineman must secure the pusher staff from the operator at Frazier, and when he cuts off from the train, may return to Frazier on the pusher staff which will hold the block while it is cut just the same as a regular staff does. The engineman of the pusher must turn this staff in at Frazier immediately upon his return there so as to release the block promptly.

Rule 99 applies in staff block system territory.

27. In pushing trains, when one or more engines are used, the air must be coupled up and working and pusher engines must cut in train ahead of way car.

TELEPHONES CONNECTED WITH BLOCK WIRE ARE LOCATED AS FOLLOWS:

<p>Adair.....South end depot. Alsey.....North end of station. Alton Hospital.....1st pole North of depot. Arenzville Hill.....On pole mile post 106. Astoria.....Main track crossover. Atwater.....In waiting room. Bader.....North end of siding. Barrow.....1st pole south of depot. Beardstown.....North of Ill. River bridge. Beardstown.....At home, Semaphore, North Ill. River bridge. Beardstown.....Junction Switch with new line. Beardstown.....Second street. Beardstown.....At crossover south end of yard. Beardstown.....Flag Shanty 15th Street Crossing Beardstown.....Flag Shanty 6th Street Crossing Boulder.....On pole opposite depot. Brighton.....South end depot. Bushnell.....Coal chute office. Bushnell.....North end yard. Bushnell.....South end of siding. Centralia.....In cabin north end empty lead. Centralia.....In cabin north end load lead.</p>	<p>Centralia.....No. 5 Mine Spur on pole. Centralia.....Switch shanty north end of yard. Centralia.....On pole one-half mile south I. C. tower. Centralia.....In cabin south M.-I. Crossing. Centralia.....Ill. Cent. Crossing tower. Concord.....South end Centralia-Concord line, at south crossover. Christopher.....North end north yard. Christopher.....Pole south Buckner Spur. Christopher.....North Leg Wye. Epperson.....North end house track. Frazier.....South end of siding. Frazier.....First road crossing north. Frederick.....South of depot 1st pole. Freeman.....Depot. Freeman.....South end yards. Gibbs.....Outside of depot. Gibbs.....North end advance track. Girard.....South crossover. Greenfield.....South end coal chute. Hagener.....In depot. Herrin Junction.....Peabody Spur Switch. Herrin Junction.....North end yard.</p>	<p>Herrin.....At No. 7 Mine. Illinois River Bridge Draw Cabin. Jacksonville.....150 feet north C. P. & St. L. Jet. Jacksonville.....North end, south storage. Keyesport.....North end crossover. Kemper.....1st pole south of depot. Litchfield.....North end yard. Litchfield.....Winston Tower on pole. Merritt.....In depot. Medora.....North of depot 1st pole. Metropolis.....Pole box near C. B. & Q. Jet. Nielson.....West end of siding on pole. Old Ben No. 14.....On pole. Orchard Spur.....One mile north Cravat, pole box on pole. Peabody Spur.....Pole box on pole. Pisgah.....In waiting room. Riggston.....South of depot 1st pole. Rock Bridge.....South of depot 1st pole. Sesser.....In booth near coal chute. Sesser.....North end lead to Southern Gem Mine. Table Grove.....South of depot 1st pole.</p>	<p>Vermont.....North end yard. Vermont.....South end of siding. Virden.....At C. N. W. overhead bridge. Virden.....South crossover. Waltonville.....North end extended on pole. Waltonville.....South end of siding. Whitehall.....North end platform. Winchester.....North depot platform. Woods.....Pole across track at depot. Wrights.....South of depot 1st pole. Wrights.....Spur leading to Mine No. 15. West Frankfort.....On wye leading to Orient. West Frankfort.....West end yards cabin. West Frankfort.....West end yards highway crossing. West Frankfort.....Pole box west end near East Wye Switch leading to Orient. West Roodhouse.....South of depot 1st pole. Woodlawn.....Pole 1/2 mile north station. Woodlawn.....Pole south end siding. Zeigler.....On pole east end yard. Zeigler Junction.....In cabin. Zeigler.....In cabin middle yard.</p>
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TRAINMEN'S TELEPHONES GIVING DIRECT COMMUNICATION WITH DISPATCHER ARE LOCATED AS FOLLOWS:

<p>Ayers.....North side depot. Atwater.....Waiting room. Barnett.....Waiting room. Beardstown.....Sixth Street Flagman's Shanty. Choat.....In depot. Cravat.....Waiting room. Franklin.....North end platform. Glenridge Spur.....At switch. Girard.....In C. & A. interlocking tower.</p>	<p>Herrin Junction.....Main track switch to Mine 7. Harris Branch.....On new line 1000 ft. north mile post 132. Herrin Jct.....Sou. Ill. Mine Co. Spur Switch on pole. Hookdale.....Waiting room. Horton.....In cabin. Joy Prairie.....Inside cabin. Keyesport.....Waiting room. Litchfield.....Winston Tower on pole. Litchfield.....North crossover.</p>	<p>Litchfield.....In trainmen's room. Lowder.....Waiting room. McVey.....Waiting room. Mermet.....In depot. Mile Post 156.....Read Spur switch. Sesser.....In cabin near coal chute. Sesser.....In box near depot. Timmons.....On pole. Valler.....Outside depot east side of track.</p>	<p>Valier Mine.....On pole. Virden.....Office near coal chute. Virden.....South end depot. Virden.....South end south yard. Walshville.....North end depot. Waltonville.....Waiting room. Zeigler Junction.....Pole box.</p>
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MEDICAL AND SURGICAL DEPARTMENTS

LOCATION OF COMPANY MEDICAL EXAMINERS, SURGEONS AND OCULISTS.

<p>Astoria, Ill.....Dr. E. M. PRICE.....Surgeon. Beardstown, Ill.....Dr. F. O. KUNZ.....Medical Examiner. Beardstown, Ill.....Dr. C. E. SOULE.....Surgeon. Beardstown, Ill.....Dr. T. J. SCHWEER.....Surgeon. Bushnell, Ill.....Dr. J. C. GRIFFITH.....Surgeon. Bushnell, Ill.....Dr. B. E. LE MASTER.....Surgeon. Centralia, Ill.....Dr. A. P. HELLER.....Medical Examiner and Surgeon.</p>	<p>Centralia, Ill.....Dr. W. F. PLASSMAN.....Oculist. Christopher, Ill.....Dr. E. B. DICK.....Surgeon. East St. Louis, Ill.....Dr. H. S. SMITH.....Surgeon. Greenfield, Ill.....Dr. C. O. BULGER.....Surgeon. Girard, Ill.....Dr. G. E. HILL.....Surgeon. Herrin, Ill.....Dr. W. R. GARDINER.....Surgeon. Herrin, Ill.....Dr. F. C. MURRAH.....Surgeon. Jacksonville, Ill.....Dr. CARL E. BLACK.....Surgeon. Litchfield, Ill.....Dr. G. A. SIHLER.....Surgeon. Metropolis, Ill.....Dr. G. W. WALBRIGHT.....Surgeon.</p>	<p>Monmouth, Ill.....Dr. J. R. EBERSOLE.....Surgeon. Monmouth, Ill.....Dr. H. G. EBERSOLE.....Surgeon. Monmouth, Ill.....Dr. J. L. SHERRICK.....Surgeon. Paducah, Ky.....Dr. WARREN P. SIGHTS.....Surgeon. St. Louis, Mo.....Dr. C. J. KOONTZ.....Medical Examiner. St. Louis, Mo.....Dr. FRANCIS REDER.....Surgeon. St. Louis, Mo.....Dr. EVARTS A. GRAHAM.....Surgeon. St. Louis, Mo.....Dr. F. L. HENDERSON.....Oculist. St. Louis, Mo.....Dr. H. S. HUGHES.....Oculist. Vermont, Ill.....Dr. CHAS. K. CAREY.....Surgeon. Virden, Ill.....Dr. T. W. MORGAN.....Surgeon. Valier, Ill.....Dr. J. A. OPSTEDAL.....Surgeon. Waverly, Ill.....Dr. W. H. ALLYN.....Surgeon. Waverly, Ill.....Dr. PAUL R. ALLYN.....Surgeon. Whitehall, Ill.....Dr. FRANK McLAREN.....Surgeon. Winchester, Ill.....Dr. H. H. FLETCHER.....Surgeon. West Frankfort, Ill.....Dr. S. HANCOCK.....Surgeon. Zeigler Ill.....Dr. S. TASHMA.....Surgeon.</p>
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When anyone is injured on Company property (whether the Company is liable or not) the nearest Company Surgeon must be summoned at once by the officer or employe of highest rank present. In cases of emergency, when the attendance of Company Surgeon cannot be had at once, the most available surgical aid should be called to serve until the Company Surgeon arrives. Company Surgeon upon arrival shall at once take charge of the case and relieve the called surgeon from further care or attendance so far as the Company is concerned. No important surgical operation should be made previous to the arrival of a Company Surgeon, except such as may be required for the immediate safety of the patient. The acceptance of the aid of a surgeon called by the Company is entirely optional with injured parties. In case they desire they can select, at their own expense, other surgical attendance. This Company will not recognize bills of surgeons other than those on its regular staff, except for temporary service rendered prior to the arrival of the Company's Surgeon, and then only for such attendance as it appears is clearly and immediately demanded.

J. N. REDFERN, Manager.

D. B. MOSS, M. D., Chief Medical and Surgical Officer.

W. F. THIEHOFF,
 General Manager, Chicago.

J. H. AYDELOTT,
 General Superintendent, Galesburg.

G. L. GRIGGS,
 Superintendent, Beardstown.

W. L. BARNES,
 General Superintendent of Transportation, Chicago.

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