

WABASH RAILWAY COMPANY.

DECATUR DIVISION.

TIME TABLE NO. 80,

In Effect

Sunday, July 24, 1921,

AT 12:01 A. M.



PREVIOUS TIME TABLES ARE VOID AND MUST BE DESTROYED.

This Time Table is for the Government and Information of Employes Only. The Management Reserves the Right to Vary from it at Pleasure.

S. E. COTTER,
Vice-President and General Manager.

T. J. JONES,
General Superintendent.

G. H. SIDO,
Superintendent Transportation.

J. E. STUMPF,
Superintendent.

SOUTH-BOUND TRAINS.

THIRD CLASS.			SECOND CLASS.		Distance from Chicago.	Time Table No. 80. In Effect July 24, '21.	STATIONS.	Capacity of passing track in 40 foot cars with caboose and engine.	FIRST CLASS.									
63	71	95	93	17					13	39	37	55	35	11	15	33	31	
Freight.	Local Freight.	Red Ball Freight.	Red Ball Freight.	St. Louis Express.	St. Louis & Kansas City Express.	Orland Accom.	Orland Accom.	Forrest Accom.	Orland Accom.	Banner Limited	St. Louis Express.	Orland Accom.	Orland Accom.					
Daily.	Daily Ex. Sunday.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily Ex. Sunday.	Daily.	Daily.	Daily.	Daily.	Daily Ex. Sunday.	Daily Ex. Sunday.					
			6.30PM	6.00PM	.....	N	CHICAGO W.C.	.....	11.45PM	9.20PM	5.20PM	4.25PM	3.15PM	12.30PM	12.02PM	9.30AM	6.45AM	5.00AM
			8.15	7.45	4.4	N	47TH STREET 2.1	.....	11.55	9.30	5.30	4.35	3.25	12.40	12.12	9.40	6.55	5.10
					6.5	N	ENGLEWOOD 1.5	.....	12.00	9.35	5.35	4.40	3.30	12.45	12.17	9.45	7.00	5.15
			8.40	8.10	8.0	N	W. I. JCT. 2.8	.....	12.05	9.40	5.38	4.43	3.33	12.48	12.21	9.49	7.03	5.18
	9.00AM	7.30AM	8.50	8.20	10.8	D	LANDERS W.C. 1.4	.....	12.13	9.49	5.45	4.50	3.41	12.55	12.26	9.54	7.10	5.25
	9.10	7.40	9.00	8.30	12.2	N	ASHBURN 2.6	S 45	12.15	9.52	5.50	4.55	3.47	12.29	9.57	7.15	5.30	
		7.50			14.8		OAK LAWN 1.6	.....		9.57	5.57	5.02	3.52	1.07		10.01	7.22	5.37
	9.20	7.58	9.10	8.40	16.4	N	CHICAGO RIDGE 1.4	.....	12.20	10.01	6.02	5.07	3.56	1.12	12.35	10.03	7.27	5.42
	9.25	8.12	9.15	8.45	17.8		WORTH 2.1	S 70	12.22	10.05	6.06	5.11	3.59	1.16	12.38	10.06	7.31	5.46
		8.25	9.25	8.55	19.9		PALOS PARK 3.3	.....	12.25	10.10	6.11	5.16	4.05	1.21	12.43	10.10	7.36	5.51
	9.45	8.40	9.35	9.05	23.2	N	ORLAND 3.3	N 96	12.30	10.18	6.20PM	5.25PM	4.15	1.30PM	12.48	10.15	7.45AM	6.00AM
	9.55	8.58	9.47	9.12	26.5		ALPINE 3.6	N 52 S 50	12.36	10.24			4.21		12.53	10.19		
	10.05	9.12	10.00	9.25	30.1	N	MARLEY 3.1	W 109	12.42	10.29			4.27		12.58	10.24		
		9.40			33.2		NEW LENOX 0.4	.....					4.33					
					33.6	D	STEELE 1.0	.....					4.35					
	10.30	10.00	10.25	9.40	34.6	N	BRISBANE 5.0	125	12.49	10.37			4.38		1.04	10.30		
	11.55	10.38	10.47	10.10	39.6	N	MANHATTAN W.C. 7.4	75	12.56	10.47			4.47		1.11	10.38		
	12.15	11.10	11.15	10.30	47.0	N	SYMERTON 4.1	96	1.05	10.59			4.58		1.21	10.49		
	12.30	11.35	11.30	10.40	51.1	N	BALLOU 1.8	N 50 S 60	1.11	11.05			5.06		1.27	10.54		
	12.35	11.45	11.42	10.45	52.9	D	RITCHIE 1.3	80	1.14	11.08			5.11		1.30	10.56		
		11.55			54.2		CUSTER PARK W. 0.8	.....					5.16					
	12.47	12.00	11.55	10.55	55.0		HORSE CREEK 4.8	77	1.20	11.11			5.20		1.34	10.59		
	1.05	12.20	12.10	11.18 ¹²	59.8	N	ESSEX 6.2	N 64 S 66	1.27	11.18 ¹²			5.29		1.42	11.06		
	1.51 ¹⁴	12.45	12.29	11.27	66.0	N	REDDICK 4.0	N 70 S 82	1.36	11.27			5.40		1.51 ¹⁴	11.14		
		12.58			70.0		CARDIFF 2.2	.....					5.48					
	2.33	1.10	12.43	11.40	72.2	N	CAMPUS W. 4.4	87	1.44	11.36			5.58		2.00	11.22		
	3.01	1.32	12.56	11.50	76.6	D	EMINGTON 5.8	N 70 S 99	1.51	11.43			6.08		2.06	11.28		
	3.25	2.14 ¹¹	1.15	12.05	82.4	N	SAUNEMIN 5.0	64	1.59	11.52			6.17		2.14 ¹¹	11.36		
	3.40	2.41	1.30	12.17	87.4	N	WING 5.0	N 70 S 70	2.06	12.00			6.26		2.21	11.43		
	4.00PM	3.00PM	1.50AM	12.45AM	92.4	N	FORREST W.C.	.....	2.15AM	12.10AM			6.35PM		2.29PM	11.53AM		
	Daily.	Daily Ex. Sunday.	Daily.	Daily.					Daily.	Daily.	Daily.	Daily Ex. Sunday.	Daily.	Daily.	Daily Ex. Sunday.	Daily Ex. Sunday.		
	7:00	7:30	7:20	6:45			.....Scheduled time.....		2:30	2:50	1:00	1:00	3:20	1:00	2:27	2:23	1:00	1:00
	11.6	10.8	12.6	13.6			.....Average miles per hour.....		36.9	32.6	23.2	23.2	27.7	23.2	37.7	38.7	23.2	23.2

No. 17 has right over Nos. 12 and 18.
 No. 11 has right over Nos. 14 and 10.
 No. 93 has right over all except first-class trains.

Following trains meet on double track between W. I. Jct. and Orland:

- No. 31 and Nos. 30 and 12.
- No. 33 and No. 18.
- No. 71 and No. 34.
- No. 63 and No. 54.
- No. 35 and No. 70.
- No. 55 and Nos. 36 and 14.
- No. 37 and No. 64.
- No. 39 and Nos. 64 and 38.
- No. 13 and No. 80.

- No. 15 will make following stops on Sunday only: Ashburn, Oak Lawn, Chicago Ridge, Worth, Palos Park and Orland.
- No. 15 will stop on signal at New Lenox, Essex, Reddick and Campus to receive or discharge paying passengers.
- No. 11 will stop on signal at Custer Park on Saturday to discharge paying passengers from Chicago.
- No. 71 will carry passengers.

All accommodation trains will stop at Racine Ave. and Halsted St. and on signal at Dewey.
 No. 55 will stop at Western Ave. and on signal at McClaughrey's, 1 mile south of Palos Park; Bergen's, 2.3 miles north of Manhattan; Hayden's, 4.3 miles south of Manhattan, and at Gronso, 2.7 miles south of Essex.
 No. 13 will stop on signal at Reddick and Saunemin to receive or discharge paying passengers.
 No. 17 will stop on signal at Manhattan to discharge paying passengers from Chicago.

NORTH-BOUND TRAINS.

FIRST CLASS.													Distance from St. Louis	Time Table No. 80. In Effect July 24, '21.	STATIONS.	Station Number.	SECOND CLASS.			THIRD CLASS.		
12	30	18	32	34	54	14	36	38	10	40	94	80					70	64	62			
Chicago Express.	Orland Accom.	Chicago Express.	Orland Accom.	Orland Accom.	Chicago Accom.	Mail and Express.	Orland Accom.	Orland Accom.	Banner Limited	Orland Accom.	Red Ball Freight.	Red Ball Freight.					Local Freight.	Freight.	Freight.			
Daily.	Daily Ex. Sunday	Daily.	Daily Ex. Sunday	Daily Ex. Sunday	Daily.	Daily.	Daily.	Daily Ex. Sunday.	Daily.	Sunday only	Daily.	Daily.					Daily Ex. Sunday	Daily.	Daily.			
6.50AM	6.17AM	7.50AM	7.16AM	9.05AM	9.50AM	5.00PM	4.35PM	6.40PM	7.59PM	7.30PM	285.7	N	CHICAGO W.C.	501	7.00AM	3.00AM						
6.40	6.05	7.38	7.05	8.55	9.37	4.48	4.24	6.29	7.46	7.17	281.3	N	47TH STREET 4.4		5.30	1.00						
6.35	6.00	7.33	7.00	8.50	9.25	4.43	4.19	6.24	7.41	7.12	279.2	N	ENGLEWOOD 2.1	509								
6.28	5.56	7.28	6.56	8.45	9.16	4.38	4.15	6.20	7.37	7.08	277.7	N	W.I. JCT. 1.5	511	5.00	12.00						
6.13	5.47	7.15	6.46	8.37	9.08	4.27	4.06	6.06	7.27	7.01	274.9	D	LANDERS W.C. 2.8	514	4.50	11.45	2.00PM	6.00PM	3.20AM			
6.10	5.42	7.12	6.41	8.32	9.04	4.24	4.01	6.02	7.25	6.56	273.5	N	ASHBURN 1.4	515	4.35	11.30	1.55	5.50	3.00			
	5.36		6.35	8.27	8.58		3.55	5.57		6.50	270.9		OAK LAWN 2.6	517			1.47					
5.59	5.32	7.03	6.31	8.22	8.55	4.17	3.51	5.53	7.19	6.46	269.3	N	CHICAGO RIDGE 1.6	518	4.20	10.45	1.40	5.35	2.45			
5.56	5.28	7.00	6.28	8.18	8.51	4.14	3.48	5.50	7.16	6.43	267.9		WORTH 1.4	519	4.13	10.33	1.30	5.25	2.35			
	5.23		6.23	8.13	8.46		3.43	5.46		6.38	265.8		PALOS PARK 2.1	521			1.20					
5.46	5.15AM	6.50	6.15AM	8.05AM	8.40	4.05	3.35PM	5.40PM	7.08	6.30PM	262.5	N	ORLAND 3.3	523	4.00	10.10	1.10	4.54	2.15			
5.40		6.43			8.33	4.00			7.03		259.2		ALPINE 3.6	525	3.50	9.47	12.53	4.40	2.05			
5.33		6.37			8.25	3.54			6.58		255.6	N	MARLEY W. 3.1	527	3.33	9.25	12.35	4.27	1.55			
					8.17	3.47					252.5		NEW LENOX 0.4	528			12.25					
					8.14						252.1	D	STEELE 1.0	530								
5.25		6.29			8.10	3.43			6.51		251.1	N	BRISBANE 5.0	529	3.20	8.40	12.20	4.08	1.30			
5.15		6.22			8.02	3.35			6.43		246.1	N	MANHATTAN W.C. 7.4	531	3.05	8.10	11.55	3.45	12.56			
5.00		6.12			7.49	3.23			6.32		238.7	N	SYMERTON 4.1	533	2.49	7.35	11.10 ⁷¹	3.23	12.10			
4.53		6.06			7.40	3.15			6.27		234.6	N	BALLOU 1.8	534	2.38	7.10	10.33	2.55	11.55			
4.50		6.03			7.35	3.11			6.24		232.8	D	RITCHIE 1.3	535	2.32	6.55	9.50	2.45	11.42			
					7.31	3.06				Sunday Only	231.5		CUSTER PARK W. 0.8	538			9.37					
4.46		6.00			7.28	3.04			6.21		230.7		HORSE CREEK 4.8	536	2.25	6.40	9.30	2.30	11.33			
4.39		5.54			7.20	2.56			6.14		225.9	N	ESSEX 6.2	537	2.13	6.14	9.10	2.10	11.18 ¹³			
4.30		5.46			7.10	2.46			6.06		219.7	N	REDDICK 4.0	539	2.00	5.40	8.50	1.51 ⁶³	10.52			
					7.02	2.37					215.7		CARDIFF 2.2	540			8.25					
4.21		5.37			6.57	2.33			5.58		213.5	N	CAMPUS W. 4.4	541	1.44	5.10	8.10	1.10	10.20			
4.14		5.29			6.48	2.24			5.52		209.1	D	EMINGTON 5.9	543	1.27	4.55	7.40	12.48	10.00			
4.05		5.21			6.38	2.14 ¹¹			5.44		203.3	N	SAUNEMIN 5.0	545	1.15	4.33	7.20	12.28	9.40			
3.57		5.14			6.29	2.02			5.37		198.3	N	WING 5.0	547	1.05	4.20	6.50	12.15	9.19			
3.47AM		5.05AM			6.20AM	1.54PM			5.30PM		193.3	N	FORREST W.C.	549	12.55AM	4.00PM	6.30AM	11.53AM	8.40PM			
Daily.	Daily Ex. Sunday	Daily.	Daily Ex. Sunday	Daily Ex. Sunday	Daily.	Daily.	Daily.	Daily Ex. Sunday.	Daily.	Sunday only					Daily.	Daily.	Daily Ex. Sunday	Daily.	Daily.			
3:03 30.3	1:02 22.4	2:45 33.5	1:01 22.8	1:00 23.2	3:30 26.4	3:06 29.7	1:00 23.2	1:00 23.2	2:29 37.2	1:00 23.2					6:05 15.1	11:00 8.4	7:10 10.8	5:57 13.1	6:40 12.9			
													.....Scheduled time.....								
													.....Average miles per hour.....								

No. 17 has right over Nos. 12 and 18.
 No. 11 has right over Nos. 14 and 10.
 No. 93 has right over all except first class trains.
 All accommodation trains will stop at Racine Ave. and Halsted St. and on signal at Dewey.
 No. 70 will carry passengers.

Following trains meet on double track between Orland and W. I. Jct.:
 No. 30 and No. 31. No. 36 and No. 55.
 No. 12 and No. 31. No. 14 and No. 55.
 No. 18 and No. 33. No. 64 and Nos. 37 and 39.
 No. 34 and No. 71. No. 38 and No. 39.
 No. 54 and No. 63. No. 80 and No. 13.
 No. 70 and No. 35.

No. 12 will stop on signal at Saunemin to receive or discharge paying passengers.
 No. 12 will stop on signal on Sunday only at Orland, Palos Park, Worth and Oak Lawn.
 No. 54 will stop at Western Ave., and on signal at Gronso, 2.7 miles south of Essex; Hayden's, 4.3 miles south of Manhattan; Bergen's, 2.3 miles north of Manhattan.

No. 14 will stop on signal at Orland to discharge passengers for Orland or for stations between Orland and Englewood.
 No. 10 will stop on signal at Saunemin to discharge paying passengers and to receive paying passengers for Chicago.
 No. 10 will stop on signal at Custer Park on Sundays to receive paying passengers for Chicago.

SOUTH-BOUND TRAINS.

NORTH-BOUND TRAINS.

THIRD CLASS.				SECOND CLASS.		FIRST CLASS.				Distance from St. Louis	Distance from Chicago	Time Table No. 80. In Effect July 24, '21.	STATIONS.	Station Number.	Capacity of passing track in 40 foot cars with caboose and engine.	FIRST CLASS.				SECOND CLASS.		THIRD CLASS.				
63	71	95	93			11	15	17	13							Chicago Express.	Chicago Express.	Mail and Express.	Banner Limited	80	94	64	70	62		
Freight.	Local Freight.	Red Ball Freight.	Red Ball Freight.			Banner Limited	St. Louis Express.	St. Louis Express.	St. Louis & Kansas City Express.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Freight.	Local Freight.	Freight.								
Daily.	Daily Ex. Sunday.	Daily.	Daily.			Daily.	Daily.	Daily.	Daily.							Daily.	Daily Ex. Sunday.	Daily.								
5.27PM	7.00AM	2.30AM	1.20AM	.....		2.32PM	11.58AM	2.18AM	12.13AM	193.3	92.4	N	FORREST 7.0	W.C.	549	.....	3.44AM	5.02AM	1.51PM	5.27PM	.....	3.10PM	12.43AM	11.00AM	2.32PM	8.00PM
5.45	7.30	2.57	1.50	.....		2.43	12.10	2.30	12.27	186.3	99.4	N	STRAWN 4.8		435	N 70 S125	3.29	4.47	1.36	5.15	.....	2.43	12.27	10.35	2.00	7.37
5.58	7.45	3.19	2.10	.....		2.50	12.19	2.37	12.35	181.7	104.0	N	SIBLEY 4.9		439	N 70 S 83	3.19	4.39	1.28	5.07	.....	2.13	12.10	10.15	1.28	7.15
6.10	8.09	3.50	2.30	.....		2.57	12.26	2.44	12.44	176.8	108.9		GARBER 3.2		441	N 78	3.10	4.31	1.20	4.56	.....	1.47	12.00	9.55	12.55	6.55
6.30	8.50	4.26	2.52 ¹⁷	.....		3.05	12.35	2.52 ³³	12.53	173.6	112.1	N	GIBSON CITY 4.2	W.C.	443	N 50 S 64	2.52 ¹⁷	4.26	1.13	4.51	.....	1.35	11.52	9.35	12.35	6.30
6.50	9.10	4.45	3.20	.....		3.12	12.42	2.59	1.00	169.4	116.3		PROCTOR 3.9		446	N 51 S 60	2.45	4.19	1.04	4.42	.....	1.04	11.41	9.10	11.30	5.59
7.05	9.25	5.01	3.38	.....		3.18	12.48	3.04	1.06	165.5	120.2	N	FOOSLAND 3.2		447	N 45 S 60	2.39	4.13	12.58	4.37	.....	12.48	11.33	8.55	11.15	5.49
7.20	9.35	5.12	3.47	.....		3.22	12.53	3.08	1.12	162.3	123.4	D	LOTUS 1.7		449	39	2.34	4.08	12.53	4.32	.....	12.16	11.26	8.42	11.00	5.39
7.30	9.45	5.20	4.06	.....		3.24	12.58	3.10	1.15	160.6	125.1	D	OSMAN 2.2		451	N 70 S 68	2.32	4.06	12.49	4.30	.....	12.10	11.21	8.37	10.45	5.32
7.42	10.25	5.28	4.15	.....		3.27	1.03	3.13	1.18	158.4	127.3		BLUE RIDGE 3.9		453	24	2.29	4.03	12.45	4.27	.....	12.01	11.17	8.30	10.25	5.25
7.55	10.55	5.47	4.25	.....		3.32	1.10	3.19	1.25	154.5	131.2	N	MANSFIELD 4.9	W	455	N 61 S 70	2.21	3.55	12.37	4.21	.....	11.43	11.08	8.10	10.00	5.00
8.10	11.18	6.08	4.36	.....		3.39	1.19	3.26	1.33	149.6	136.1		GALESVILLE 3.2		457	60	2.12	3.47	12.29	4.14	.....	11.18	10.56	7.50	9.15	4.40
8.20	11.40	6.19	4.44	.....		3.43	1.24	3.31	1.39	146.4	139.3	N	LODGE 5.7		463	60	2.07	3.43	12.24	4.10	.....	11.05	10.50	7.39	8.55	4.31
8.35	12.45	6.42	4.55	.....		3.51	1.34	3.40	1.50	140.7	145.0	D	MONTICELLO 7.		465	24	1.57	3.35	12.14	4.02	.....	10.35	10.37	7.23	8.30	4.18
8.55PM	1.30PM	7.20AM	5.35AM	.....		4.05PM	1.50PM	3.55AM	2.05AM	133.4	152.3	N	BEMENT 7.	W.C.	131	.....	1.45AM	3.25AM	12.01PM	3.50PM	.....	10.00AM	10.20PM	6.45AM	7.35AM	3.50PM
Daily.	Daily Ex. Sunday.	Daily.	Daily.			Daily.	Daily.	Daily.	Daily.								Daily.	Daily.	Daily.	Daily.		Daily.	Daily.	Daily.	Daily Ex. Sunday.	Daily.
3:28	6:30	4:5	4:1	.....		1:33	1:49	1:37	1:52	.....	.....	.....	.....	.....	.....	.....	1:59	1:37	1:50	1:37	.....	5:10	2:23	4:15	6:57	4:10
17.2	9.2	12.40	14.05	.....		38.5	32.9	37.0	32.0	.....	.....	.....	.....	.....	.....	.....	30.2	37.0	32.6	37.0	.....	11.5	25.1	14.0	8.6	14.3

No. 17 has right over Nos. 12 and 18.
 No. 11 has right over Nos. 14 and 10.
 No. 93 has right over all except first-class trains.
 No. 13 will stop on signal at Strawn, Sibley and Foosland to receive or discharge paying passengers.
 No. 17 will stop on signal at Monticello to discharge paying passengers from Chicago and to receive paying passengers for St. Louis.
 No. 11 will stop on signal at Sibley to receive or discharge paying passengers and at Mansfield to discharge paying passengers from Chicago or receive paying passengers for St. Louis.
 No. 12 will stop on signal at Foosland, Sibley and Strawn to receive or discharge paying passengers.
 No. 18 will stop on signal at Monticello to discharge paying passengers from St. Louis or to receive paying passengers for Chicago, and at Gibson City to receive paying passengers for Chicago.
 No. 10 will stop on signal at Mansfield and Sibley to receive or discharge paying passengers.
 Nos. 70 and 71 will carry passengers.

Following trains meet on double track between Lodge and Bement:
 No. 13 and No. 12.
 No. 17 and No. 18.
 No. 95 and No. 64.
 No. 71 and No. 14.
 No. 11 and Nos. 10 and 62.
 No. 12 and No. 13.
 No. 18 and No. 17.
 No. 64 and No. 95.
 No. 14 and No. 71.
 No. 10 and No. 11.
 No. 62 and No. 11.

7th District

Streator Branch.

SOUTH-BOUND.			Distance from Forrest	Time Table No. 80. In Effect July 24, '21.	STATIONS.	Station Number.	NORTH-BOUND.		
Third Class	First Class						First Class	Third Class	
73	33	31					30	32	72
Local Freight.	Express.	Mail.					Express.	Mail.	Local Freight.
Daily Ex. Sunday.	Daily Ex. Sunday.	Daily Ex. Sunday.	Daily Ex. Sunday.	Daily Ex. Sunday.	Daily Ex. Sunday.				
10.30AM	3.40PM	10.15AM	37.0	D	STREATOR 1.8	W 411	10.10AM	3.30PM	10.00AM
10.40	3.45	10.21	35.2		CLAY 4.0	.....	10.03	3.17	9.50
\$ 10.50	\$ 3.55	\$ 10.29	31.2		MANVILLE 4.9	413	\$ 9.53	\$ 3.07	\$ 9.35
\$ 11.15	\$ 4.05	\$ 10.39	26.3	D	CORNELL 5.0	415	\$ 9.42	\$ 2.56	\$ 9.15
\$ 11.35	\$ 4.16	\$ 10.48	21.3		ROWE 4.5	417	\$ 9.29	\$ 2.44	\$ 8.55
\$ 12.10	\$ 4.28	\$ 11.05	16.8	D	PONTIAC 4.0	W 421	\$ 9.16	\$ 2.33	\$ 8.30
\$ 12.30	\$ 4.37	\$ 11.14	12.8		McDOWELL 1.8	423	\$ 9.05	\$ 2.21	\$ 7.35
12.40	4.40	11.19	11.0		LODEMIA 5.4	425	9.01	2.17	7.15
\$ 1.00	\$ 4.55	\$ 11.37	5.6	N	FAIRBURY 5.6	429	\$ 8.40	\$ 2.02	\$ 6.55
1.30PM	5.10PM	11.47AM	.....	N	FORREST	W.C. 549	8.30AM	1.51PM	6.30AM
3:00 12.3	1:30 24.5	1:32 24.1	.....	.....	Scheduled time.....	.....	1:40 22.2	1:39 22.4	3:30 10.5
			.....	.....	Average miles per hour.....	.....		

Streator Branch.

Nos. 72 and 73 will carry passengers.
All trains will stop on signal at Champlin and Pontiac Jct.
All north bound trains will approach Clay expecting to find south bound trains backing in on siding.

8th District.

No. 71 has right over No. 70.
Nos. 70 and 71 will carry passengers.
Nos. 30 and 31 will make regular stop at Lanton switch two miles south of Hammond, and will stop on signal at Turner's Crossing and Sargents between Windsor and Strasburg and at Kirk switch two miles north of Windsor.
Nos. 70 and 71 will stop at Lanton and Kirk on signal.
Capacity passing tracks in 40 ft. cars—Sullivan 28.

8th Dist. Bement-Altamont. 5

SOUTH-BOUND.			Distance from Chicago.	Time Table No. 80. In Effect July 24, '21.	STATIONS.	Station Number.	NORTH-BOUND.	
Third Class	First Class						First Class	Third Class
71	31						30	70
Local Freight.	Mail.						Mail.	Local Freight.
Daily Ex. Sunday.	Daily Ex. Sunday.	Daily Ex. Sunday.	Daily Ex. Sunday.	Daily Ex. Sunday.				
7.20AM	4.10PM	152.3	N	BEMENT 3.8	W.C. 131	9.05AM	3.55PM	
\$ 7.26	4.17	156.1		VOORHIES 4.7	469	\$ 8.52	3.20	
\$ 7.38	4.25	160.8	D	HAMMOND 6.2	471	\$ 8.44	3.05	
\$ 7.58	4.38	167.0	D	LOVINGTON 4.0	473	\$ 8.30	2.38	
\$ 8.22	4.46	171.0		CUSHMAN 4.1	W 475	\$ 8.22	2.16	
\$ 8.40	4.56	175.1	D	SULLIVAN 5.9	477	\$ 8.13	2.05	
\$ 9.03	5.09	181.0		BRUCE 5.7	483	\$ 8.01	1.33	
\$ 9.25	5.23	186.7	D	WINDSOR 6.2	485	\$ 7.48	1.17	
\$ 9.45	5.38	192.9	D	STRASBURG 3.6	487	\$ 7.34	12.54	
10.00	5.47	196.5		HERBORN 2.7	489	\$ 7.26	12.38	
\$ 10.14	5.53	199.2	D	STEWARTSON 5.8	491	\$ 7.20	12.30	
\$ 10.45	6.07	205.0	D	SHUMWAY 7.2	W.C. 493	\$ 7.07	12.10	
.....	6.35PM	212.2	D	EFFINGHAM 5.7	499	6.45AM	.....
11.00	.....	210.7		BLUE POINT 4.6	495	.....	11.45
11.15AM	.....	215.3	N	ALTAMONT	497	.....	11.30AM
3.55 15.6	2:25 26.1	.....	.....	Scheduled time.....	.....	2:20 27.0	4:25 14.2
			Average miles per hour.....		

Tonnage Rating Class "L-1" Engines

Number of Cars	Brooklyn to Worden				Worden to Forrest Decatur to Mt. Olive				Forrest to Landers				Mt. Olive to Brooklyn				Landers to Brisbane				Brisbane to Decatur			
	CLASS	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
130	3820	3400	3070	2720	4560	3790	3350	3010	4295	3550	3140	2810	5540	4540	3860	3480	3090	2845	2605	2375	3425	3095	2805	2535
125	3850	3430	3095	2740	4600	3830	3385	3040	4335	3590	3180	2845	5600	4590	3910	3530	3110	2865	2625	2395	3450	3120	2830	2560
120	3880	3460	3120	2760	4640	3870	3420	3070	4375	3630	3220	2885	5660	4640	3960	3580	3130	2885	2645	2415	3475	3145	2855	2585
115	3910	3490	3155	2790	4690	3910	3460	3105	4420	3670	3255	2915	5720	4700	4010	3640	3150	2905	2665	2435	3500	3170	2880	2610
110	3940	3520	3190	2820	4740	3950	3500	3140	4465	3710	3295	2950	5780	4760	4060	3700	3170	2925	2690	2455	3525	3195	2905	2635
105	3970	3550	3220	2855	4790	4000	3545	3175	4510	3760	3335	2985	5830	4820	4120	3750	3190	2945	2710	2475	3550	3220	2930	2660
100	4000	3580	3250	2890	4840	4050	3590	3210	4560	3810	3375	3020	5880	4880	4180	3800	3210	2965	2730	2495	3575	3250	2955	2685
95	4030	3610	3285	2920	4900	4100	3640	3250	4615	3860	3420	3060	5940	4940	4240	3850	3235	2985	2750	2515	3605	3280	2980	2710
90	4060	3640	3320	2950	4960	4150	3690	3290	4675	3915	3465	3100	6000	5000	4300	3900	3260	3010	2770	2535	3635	3310	3010	2735
85	4095	3670	3350	2985	5025	4210	3740	3340	4735	3965	3510	3140	6060	5060	4360	3960	3285	3035	2790	2555	3665	3340	3040	2760
80	4130	3700	3380	3020	5090	4270	3790	3390	4800	4020	3555	3180	6120	5120	4420	4020	3310	3060	2810	2575	3695	3370	3070	2795
75	4165	3730	3410	3055	5145	4330	3840	3440	4865	4075	3600	3225	6180	5180	4480	4080	3335	3085	2830	2595	3725	3400	3100	2825
70	4200	3760	3440	3090	5200	4390	3890	3490	4925	4130	3655	3270	6240	5240	4540	4140	3360	3110	2850	2620	3755	3430	3130	2855
65	4240	3790	3475	3125	5255	4450	3950	3540	4985	4185	3710	3320	6300	5300	4600	4200	3385	3135	2870	2645	3785	3460	3160	2885
60	4280	3820	3510	3160	5310	4510	4010	3590	5045	4240	3770	3375	6360	5360	4660	4260	3410	3160	2890	2670	3815	3490	3190	2915
55	4320	3850	3540	3195	5365	4570	4070	3640	5105	4295	3830	3425	6420	5420	4720	4320	3435	3185	2915	2695	3845	3520	3220	2945
50	4360	3880	3570	3230	5415	4630	4130	3690	5165	4350	3870	3480	6480	5480	4780	4380	3460	3210	2940	2720	3875	3550	3250	2975
45	4400	3910	3600	3265	5470	4690	4190	3740	5225	4405	3910	3535	6540	5540	4840	4440	3485	3235	2965	2745	3905	3580	3280	3005
40	4440	3940	3630	3300	5525	4750	4250	3790	5285	4460	3950	3590	6600	5600	4900	4500	3510	3260	2990	2770	3935	3610	3310	3035
35	4480	3970	3660	3335	5580	4810	4310	3840	5345	4515	3990	3645	6660	5660	4960	4560	3535	3285	3025	2795	3970	3640	3340	3065

Class A. Rate. Temperature above 30° F. and not much wind.
" B. " " between zero and 30° F. or strong head or side wind.
" C. " " between zero and 30° F. and strong head or side wind or below zero and not much wind.
" D. " " below zero and strong head or side wind.

This rating should be adhered to as closely as possible. Authority to reduce tonnage for any reason must be secured from Trainmaster.
Rating may be increased, when grade and other conditions permit

Tonnage Rating Class "K-1" Engines

Number of Cars	Tilton to Decatur				Decatur to Tilton				Number of Cars
	CLASS	A	B	C	D	A	B	C		D	CLASS
100	2640	2280	2060	1840	3070	2740	2460	2170	100
95	2665	2310	2085	1865	3100	2770	2490	2200	95
90	2690	2340	2110	1890	3130	2800	2520	2230	90
85	2715	2370	2135	1915	3160	2830	2550	2260	85
80	2740	2400	2160	1940	3190	2860	2580	2290	80
75	2765	2425	2180	1965	3220	2890	2610	2320	75
70	2790	2450	2200	1990	3250	2920	2645	2350	70
65	2815	2475	2230	2015	3280	2950	2680	2380	65
60	2840	2500	2260	2040	3315	2980	2715	2410	60
55	2865	2525	2290	2060	3350	3005	2750	2450	55
50	2890	2550	2320	2080	3380	3025	2785	2490	50
45	2915	2575	2350	2100	3410	3060	2820	2530	45
40	2940	2600	2380	2120	3440	3090	2855	2570	40
35	2965	2625	2410	2140	3470	3120	2890	2610	35

Class K-1 Engines take 68 per cent L-1 rate.
Class I-1 Engines take 60 per cent K-1 rate, 40 per cent L-1 rate.
Class I-3 Engines take 85 per cent K-1 rate, 48 per cent L-1 rate.
Class I-3-S Engines take 93 per cent K-1 rate, 63 per cent L-1 rate.
Class H-9 Engines take 42 per cent K-1 rate, 29 per cent L-1 rate.
Class H-7 Engines take 30 per cent K-1 rate, 21 per cent L-1 rate.
Class G-1-S Engines 2061-2090 take 75 per cent K-1 rate, 44 per cent L-1 rate.
Class G-1-S Engines 2001-2060 take 70 per cent K-1 rate, 40 per cent L-1 rate.
Class F-7 Engines take 45 per cent K-1 rate, 35 per cent L-1 rate.
Class E-3 Engines take 36 per cent K-1 rate, 25 per cent L-1 rate.
Class D-29 Engines take 23 per cent K-1 rate, 16 per cent L-1 rate.

9th District.

Tilton to Decatur.

WEST-BOUND TRAINS.

THIRD CLASS.		SECOND CLASS.				Distance from Detroit.	Time Table No. 80.		FIRST CLASS.									
63	71	91	95	93	In Effect July 24, '21.		STATIONS.	1	53	11	15	9	51	3	17	13		
Freight.	Local Freight.	Red Ball Freight.	Red Ball Freight.	Red Ball Freight.			Continental Limited	Decatur Accom.	Banner Limited	St. Louis Express.	Kansas City Mail.	Decatur Accom.	Western Express.	St. Louis Express.	St. Louis & Kansas City Express.			
Daily.	Daily Ex. Sunday	Daily.	Daily.	Daily.			Daily.	Daily.	Daily.	Daily.	Daily.	Daily Ex. Sunday	Daily.	Daily.	Daily.			
	6.30AM		6.45PM		303.9	N TILTON	5.10PM	2.30PM			8.10AM	7.15AM	2.50AM					
	6.45		6.55		307.8	D CATLIN	5.15	2.36			8.15	7.21	2.56					
	7.00		7.08		313.3	N RYAN	5.22	2.44			8.22	7.29	3.04					
	7.32		7.12		314.7	D FAIRMOUNT	5.24	2.47			8.24	7.32	3.06					
	8.00		7.27		321.5	D HOMER	5.32	2.58			8.32	7.43	3.16					
	8.42		7.41		327.6	N SIDNEY	5.40	3.10			8.42	7.55	3.25					
	9.15		7.54		332.2	D PHILO	5.46	3.18			8.50	8.03	3.33					
	9.35		8.09		338.0	N TOLONO	5.53	3.28			8.59	8.13	3.43					
	10.15		8.21		342.5	D SADORUS	6.00	3.37			9.05	8.22	3.50					
	10.45		8.35		348.6	D IVESDALE	6.08	3.48			9.13	8.33	3.59					
	9.00PM	11.30	8.50	7.40AM	355.4	N BEMENT	6.17	4.00	4.05PM	1.50PM	9.22	8.50	4.12	3.55AM	2.05AM			
	9.15	12.10	9.01	7.52	359.4	D MILMINE	6.23	4.18	4.11	1.56	9.27	8.58	4.18	4.01	2.12			
	9.35	12.40	9.13	8.05	363.7	N CERRO GORDO	6.28	4.25	4.17	2.02	9.33	9.07	4.24	4.07	2.19			
	9.55	1.05	9.23	8.18	367.8	D OAKLEY	6.33	4.31	4.22	2.07	9.38	9.15	4.30	4.12	2.25			
	10.07	1.25	9.30	8.27	370.6	S SANGAMON	6.37	4.35	4.26	2.11	9.42	9.20	4.34	4.16	2.29			
	10.20PM	1.40PM	9.45PM	8.40AM	374.5	N EAST DECATUR	6.42	4.41	4.31	2.16	9.47	9.26	4.40	4.21	2.35			
					375.6	N DECATUR	6.45PM	4.45PM	4.35PM	2.20PM	9.50AM	9.30AM	4.45AM	4.25AM	2.40AM			
Daily.	Daily Ex. Sunday.	Daily.	Daily.	Daily.			Daily.	Daily.	Daily.	Daily.	Daily.	Daily Ex. Sunday	Daily.	Daily.	Daily.			
1:20 14.3	7:10 10.0		3:00 23.5	1:00 19.1			Scheduled time.....	1:35 45.3	2:15 30.9	0:30 40.4	0:30 40.4	1:40 43.0	2:15 30.9	1:55 37.4	0:30 40.4	0:35 34.6		
Average miles per hour.																		

No. 1 has right over No. 50.

Following trains meet on double track between Tilton and Ryan:
No. 1 and No. 50.

Following trains meet on double track between Tolono and Decatur:
No. 13 and No. 90.
No. 3 and No. 28.
No. 93 and No. 64.
No. 95 and Nos. 70 and 6.
No. 51 and Nos. 70, 6 and 80.
No. 9 and Nos. 6, 70 and 80.

No. 71 will carry passengers.
No. 51 will stop on signal at Piatt, 3.1 miles east of Bement.
No. 9 will stop at Sidney daily, except Sunday, at Tolono on Sunday and on signal at Bement daily, except Sunday, to receive paying passengers from No. 30, for Decatur and beyond.

Champaign Branch.

WEST-BOUND.

EAST-BOUND.

THIRD CLASS.		FIRST CLASS.								Distance from Sidney.	Time Table No. 80.		FIRST CLASS.								THIRD CLASS.	
793	691	35	33	623	31	705	605	In Effect July 24, '21.	STATIONS.		30	624	32	34	702	602	794	692				
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	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday					
Ill. Central.	Ill. Central.			Ill. Central.		Ill. Central.	Ill. Central.			Ill. Central.				Ill. Central.	Ill. Central.	Ill. Central.	Ill. Central.					
		5.00PM	12.30PM		10.00AM				N SIDNEY	7.45AM		12.20PM	3.00PM									
		5.10	12.40		10.10			3.4	D DEER'S	7.25		12.09	2.49									
		5.19	12.49		10.19			6.3	D MIRA	7.15		12.00	2.40									
		5.29	12.59		10.29			9.5	D URBANA	7.05		11.50	2.30									
	7.32AM	7.42AM	5.36	1.06	12.17PM	10.36	7.02AM	11.5	N I. C. JUNCTION	6.47	11.38AM	11.42	2.22	6.13PM	5.53PM	3.28PM	3.38PM					
	7.34AM	7.44AM	5.40PM	1.10PM	12.19PM	10.40AM	7.04AM	11.7	D CHAMPAIGN	6.45AM	11.36AM	11.40AM	2.20PM	6.11PM	5.51PM	3.26PM	3.36PM					
	0:02 6.0	0:02 6.0	0:40 17.5	0:40 17.5	0:02 6.0	0:40 17.5	0:02 6.0		Scheduled time.....	1:00	0:02	0:40	0:40	0:02	0:02	0:02	0:02					
Average miles per hour.										11.7	6.0	17.5	17.5	6.0	6.0	6.0	6.0					

No. 31 has right over No. 32.
No. 33 has right over No. 34.

Branch engines will use main track between Champaign and Urbana without orders. All trains will reduce speed to 5 miles per hour when passing over Market Street, Champaign. All trains will be under control between I. C. Junction and Champaign expecting to find main track occupied and between Urbana station and Main Street one-fourth mile east expecting to find main track occupied by Illinois Traction cars and engines.

SOUTH-BOUND TRAINS.

THIRD CLASS.			SECOND CLASS.		Distance from Detroit.	Time Table No. 80. In Effect July 24, '21.	STATIONS.	Capacity of passing track in 40 foot cars with caboose and engine.	FIRST CLASS.								
75	73	71	91	93					43	1	11	15	9	51	3	17	13
Local Freight.	Local Freight.	Local Freight.	Red Ball Freight.	Red Ball Freight.					C. I. & W. Passenger.	Continental Limited.	Banner Limited.	St. Louis Express.	Kansas City Mail.	St. Louis Accom.	St. Louis & Western Express.	St. Louis Express.	St. Louis & Kansas City Express.
Daily Ex. Sunday.	Daily Ex. Sunday.	Daily Ex. Sunday.	Daily.	Daily.					Daily Ex. Sunday.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.
		6.45 AM	10.15 PM	8.00 AM	375.6	N	DECATUR W.C.	0.9	9.00 PM	6.50 PM	4.40 PM	2.25 PM	9.55 AM	6.40 AM	4.50 AM	4.30 AM	2.50 AM
		6.55	10.25	8.10	376.5	N	MERCER ST.	2.7	9.03	6.53	4.43	2.28	9.58	6.43	4.53	4.33	2.53
		7.05	10.34	8.20	379.2		KNIGHTS	4.7	9.07	6.57	4.47	2.32	10.03	6.47	4.58	4.38	2.58
		7.25	10.45	8.33	383.9	N	BOODY	5.9	9.15 PM	7.06	4.53	2.39	10.09	6.56	5.04	4.45	3.06
		8.00	10.56	8.50	389.8	D	BLUE MOUND	5.5		7.16	5.00	2.46	10.16	7.07	5.11	4.52	3.15
		8.35	11.07	9.05	395.3	N	STONINGTON W	3.9		7.26	5.07	2.53	10.23	7.17	5.18	4.59	3.24
		9.00	11.15	9.16	399.2		WILLEYS	4.8		7.32	5.12	2.59	10.29	7.23	5.24	5.05	3.31
		9.30 ⁹ 10.36 ⁹	11.25	9.30	404.0	N	TAYLORVILLE W.C.	5.4		7.40	5.18	3.07	10.36	7.35	5.31	5.12	3.42
		11.00	11.40	9.45	409.4		CLARKSDALE	3.0		7.48	5.25	3.15	10.44	7.45	5.39	5.21	3.52
		11.20	11.50	9.54	412.4	D	PALMER	3.8		7.52	5.29	3.20	10.48	7.52	5.43	5.25	3.57
		12.05	11.59	10.04	416.2	N	MORRISONVILLE W	6.0		7.57	5.34	3.26	10.53	8.01	5.48	5.30	4.04
		12.35	12.12	10.21	422.2	D	HARVEL	3.3		8.06	5.42	3.36	11.01	8.12	5.56	5.38	4.14
		1.05	12.20	10.31	425.5	N	RAYMOND	5.3		8.11	5.47	3.42	11.06	8.20	6.01	5.43	4.21
		1.25	12.31	10.46	430.8	D	HONEY BEND	5.7		8.18	5.54	3.50	11.13	8.30	6.08	5.51	4.30
		7.30 AM 1.45 PM	12.55	11.05	436.5	N	LITCHFIELD W	8.1		8.29	6.02	4.02	11.23	8.45	6.19	6.02	4.42
		8.10	1.15	11.34	444.6	D	MT. OLIVE	1.5		8.41	6.13	4.14	11.34	9.01	6.31	6.13	4.56
		8.20	1.20	11.50	446.1	N	KARNES W.C.	4.2		8.44	6.16	4.17	11.37	9.05	6.34	6.16	4.59
		9.14	1.30	12.05	450.3	D	STAUNTON	5.9		8.52	6.23	4.25	11.45	9.14	6.42	6.24	5.08
		9.45	1.42	12.21	456.2	N	WORDEN	4.3		9.01	6.31	4.35	11.53	9.25	6.50	6.32	5.19
		10.15	1.52	12.35	460.5	D	CARPENTER	6.6		9.08	6.37	4.42	11.59	9.37	6.56	6.38	5.27
		12.55 PM 10.45 AM	2.08	12.55	467.1	N	EDWARDSVILLE W	4.0		9.18	6.46	4.53	12.09	9.48	7.06	6.49	5.39
		1.15	2.20	1.05	471.1	D	POAG	3.9		9.24	6.51	4.59	12.15	9.56	7.12	6.55	5.46
		1.30	2.30	1.14	475.0	N	MITCHELL	2.5		9.30	6.56	5.05	12.21	10.04	7.18	7.01	5.53
		1.40	2.40	1.20	477.5	D	NAMEOKI	3.0		9.34	6.59	5.09	12.25	10.10	7.23	7.05	5.58
		2.00	3.15	1.30	480.5	N	GRANITE CITY	2.3		9.40	7.04	5.15	12.30	10.20	7.28	7.11	6.04
		2.10			482.8		VENICE	1.0						10.26			
		2.30 PM	4.00 AM	2.15 PM	483.8	N	BROOKLYN	1.2		Via Merchants Bridge	Via Merchants Bridge and West Belt	Via Merchants Bridge	Via Merchants Bridge	10.34	Via Merchants Bridge	Via Merchants Bridge	Via Merchants Bridge and West Belt
					485.0		BRIDGE JUNC.	0.6						10.38			
					485.6	N	EAST ST. LOUIS	3.3						10.42			
					88.8	N	ST. LOUIS W.C.			10.10 PM	7.58 PM	5.45 PM	1.00 PM	11.00 AM	7.58 AM	7.41 AM	7.03 AM
		Daily Ex. Sunday.	Daily Ex. Sunday.	Daily Ex. Sunday.					Daily Ex. Sunday.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.
		1:35 10.5	3:15 9.9	7:00 8.7					0:15 33.2	3:20 33.9	3:18 34.3	3:20 33.9	3:05 36.7	4:20 26.1	3:08 36.1	3:11 35.5	4:13 26.8

No. 13 will stop on signal at Blue Mound, Stonington, Palmer, Morrisonville, Harvel, Raymond and Worden to discharge paying passengers from Chicago and to receive paying passengers from Granite City and St. Louis.

No. 17 will stop on signal at Taylorville to discharge paying passengers from Chicago and to receive paying passengers from Granite City or St. Louis and at Granite City to discharge paying passengers from Chicago or Taylorville.

No. 3 will stop on signal at Taylorville and Granite City to discharge paying passengers from Ft. Wayne and beyond and at Edwardsville to discharge paying passengers from Lafayette and beyond.

No. 51 will stop at Granite City Yard Office.

No. 9 will stop on signal at Edwardsville to discharge paying passengers from Detroit and beyond and at Granite City to discharge paying passengers from Lafayette and beyond.

No. 15 will stop on signal at Clarksdale to discharge paying passengers from Decatur and beyond and to receive paying passengers for St. Louis, at Blue Mound on Wednesdays and Fridays and at Stonington on Thursdays and Saturdays to receive and discharge paying passengers.

No. 1 will stop on signal at Granite City to discharge paying passengers from Detroit and beyond.

Nos. 13 and 11 will stop on signal at Florissant Ave. on West Belt to discharge paying passengers from Chicago.

Nos. 17, 3, 51, 9 and 15 will stop at Washington Ave., St. Louis, to discharge passengers.

Nos. 71, 73 and 75 will carry passengers.

St. Louis to Decatur.

13th District.

NORTH-BOUND TRAINS.

FIRST CLASS.

SECOND CLASS.

THIRD CLASS.

	FIRST CLASS.								Distance from St. Louis	Time Table No. 80. In Effect July 24, '21. STATIONS.	Station Number.	SECOND CLASS.				THIRD CLASS.			
	6	40	4	10	50	2	12	18				96	94	90	80	74	72	70	
	Mail and Express.	C. I. & W. Passenger.	Continental Limited	Banner Limited	Decatur Accom.	Eastern Mail and Express.	Chicago Express.	Chicago & Eastern Express.				Red Ball Freight.	Red Ball Freight.	Red Ball Freight.	Red Ball Freight.	Local Freight.	Local Freight.	Local Freight.	
	Daily.	Daily Ex. Sunday.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.				Daily	Daily.	Daily.	Daily	Daily Ex. Sunday	Daily Ex. Sunday.	Daily Ex. Sunday	
	8.15AM	11.00AM	11.15AM	3.15PM	8.00PM	8.25PM	1.00AM	2.50AM	113.2	N	DECATUR W.C.	141	7.55PM	9.15PM	12.15AM	6.30AM			1.55PM
	8.10	10.55	11.12	3.11	7.55	8.22	12.55	2.45	112.3	N	MERCER ST. 0.9		7.40	8.50	12.00	5.45			1.40
	8.05	10.49	11.07	3.06	7.48	8.17	12.50	2.40	109.6		KNIGHTS 2.7	266	7.30	8.45	11.52	5.35			1.30
	7.58	10.40AM	10.59	3.00	7.38	8.11	12.43	2.34	104.9	N	BOODY 4.7	267	7.20	8.35	11.37	5.20			1.15
	7.47		10.51	2.52	7.27	8.02	12.34	2.25	99.0	D	BLUE MOUND 5.9	269	7.07	8.22	11.23	5.05			12.45
	7.35		10.43	2.44	7.16	7.54	12.26	2.17	93.5	N	STONINGTON 5.5	271	6.57	8.11	11.10	4.50			11.55
	7.27		10.38	2.39	7.08	7.49	12.21	2.12	89.6		WILLEYS 3.9	273	6.49	8.00	11.00	4.41			11.00
	7.19		10.31	2.33	6.59	7.42	12.14	2.05	84.8	N	TAYLORVILLE W.C. 4.8	275	6.39	7.42	10.45	4.30			10.31
	7.08		10.21	2.26	6.46	7.34	12.05	1.58	79.4		CLARKSDALE 5.4	277	6.26	7.24	10.23	4.08			9.50
	7.02		10.17	2.22	6.40	7.30	12.01	1.54	76.4	D	PALMER 3.0	279	6.20	7.17	10.15	3.59			9.35
	6.55		10.12	2.17	6.32	7.25	11.55	1.49	72.6	N	MORRISONVILLE W.C. 3.8	281	6.12	7.09	10.07	3.50			9.10
	6.44		10.04	2.09	6.20	7.17	11.46	1.41	66.6	D	HARVEL 6.0	283	6.00	6.57	9.55	3.35			8.30
	6.38		9.59	2.05	6.13	7.13	11.41	1.37	63.3	N	RAYMOND 3.8	285	5.53	6.50	9.48	3.26			8.15
	6.28		9.52	1.58	6.02	7.06	11.32	1.30	58.0	D	HONEY BEND 5.3	287	5.43	6.40	9.37	3.15			7.45
	6.18		9.44	1.50	5.51	6.57	11.23	1.21	52.3	N	LITCHFIELD W.C. 5.7	289	5.33	6.30	9.25	3.00			1.30PM 7.30AM
	6.03		9.30	1.37	5.33	6.45	11.09	1.08	44.2	D	MT. OLIVE 8.1	291	5.18	6.14	9.05	2.30			12.30
	5.59		9.28	1.35	5.30	6.43	11.07	1.06	42.9	N	KARNES W.C. 1.5	292	5.15	6.10	9.00	2.20			12.15
	5.50		9.22	1.29	5.22	6.37	10.58	1.00	38.5	D	STAUNTON 4.2	293	5.07	5.59	8.45	1.55			12.01
	5.40		9.14	1.21	5.08	6.29	10.49	12.52	32.6	N	WORDEN 5.9	295	4.56	5.48	8.32	1.40			11.45
	5.32		9.08	1.15	4.58	6.23	10.42	12.47	28.3	D	CARPENTER 4.3	297	4.48	5.40	8.22	1.30			11.30
	5.21		8.58	1.06	4.44	6.14	10.31	12.38	21.7	N	EDWARDSVILLE W.C. 6.6	299	4.36	5.25	8.05	1.10	10.00AM	11.15AM	
	5.13		8.52	1.01	4.34	6.09	10.25	12.33	17.7	D	POAG 4.0	301	4.28	5.14	7.55	12.33			9.50
	5.07		8.47	12.56	4.28	6.04	10.19	12.28	13.8	N	MITCHELL 3.9	303	4.20	5.05	7.46	12.15			9.35
	5.03		8.44	12.53	4.23	6.01	10.15	12.25	11.3	D	NAMEOKI 2.5	305	4.14	4.55	7.40	12.05			9.25
	4.58		8.40	12.49	4.18	5.57	10.10	12.21	8.3	N	GRANITE CITY 3.0	307	4.08	4.43	7.15	11.45			9.15
	4.52				4.11				6.0		VENICE 2.3	309							9.05
	4.50		Via Merchants Bridge	Via Merchants Bridge	4.07	Via Merchants Bridge	Via West Belt and Merchants Bridge	Via Merchants Bridge	5.0		BROOKLYN 1.0	310	4.00PM	4.30PM	7.00PM	11.30PM	9.00AM		
	4.47				4.03				3.9		BRIDGE JUNC 1.2								
	4.43				3.58				3.2	N	EAST ST. LOUIS 0.6	311							
	4.25AM		8.15AM	12.20PM	3.40PM	5.32PM	9.17PM	11.52PM		N	ST. LOUIS W.C. 3.2	601							
	Daily.	Daily Ex. Sunday.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.					Daily	Daily.	Daily.	Daily	Daily Ex. Sunday.	Daily Ex. Sunday.	Daily Ex. Sunday.
	3:50 29.5	0:20 24.9	3:00 37.7	2:55 38.8	4:20 26.1	2:53 39.2	3:43 32.8	2:58 38.1					3:55 27.6	4:45 22.7	5:15 21.5	7:00 15.3	1:00 16.7	2:15 13.6	6:25 9.5

No. 4 will stop on signal at Edwardsville, Staunton and Mt. Olive to receive paying passengers for Chicago, Detroit and beyond.
 No. 50 will stop at Granite City Yard Office.
 No. 2 will stop on signal at Granite City to receive paying passengers for Ft. Wayne and beyond and at Edwardsville to receive paying passengers for Toledo, Detroit and beyond.

No. 12 will stop on signal at Florissant Ave. on West Belt to receive paying passengers for Chicago and at Worden, Staunton, Mt. Olive, Raymond, Harvel and Stonington to discharge paying passengers from St. Louis and to receive paying passengers for points north of Decatur.
 No. 18 will stop on signal at Granite City to receive paying passengers for Chicago and for Danville and beyond.
 Nos. 10 and 50 will stop at Washington Ave., St. Louis, to receive passengers.
 Nos. 70, 72 and 74 will carry passengers.

GENERAL INSTRUCTIONS.

The rules of the Transportation Department (issued in book form) dated January 1st, 1901, will govern the rights of trains on this time table. Every employe whose duties are in any way prescribed by these rules must always have a copy of them at hand.

Note carefully that important changes have been made.

All trains must between 6 A. M. and 7 P. M. sound whistle as per rule 14 (1), approaching all curves and at short intervals until they have passed the curve.

East or north-bound trains will have the absolute right over west or south-bound trains of the same class, in accordance with Rule 81.

Train Masters must require acknowledgment from every conductor and engineman of the receipt of a new time table, after it has taken effect, before they are permitted to start out on their run with any train or engine.

On double track, all trains must run on the right hand track, and never on the left hand, except when necessary to cross over to do work at stations when protected as per Rule 99.

When passenger trains approach a station on double track about the same time, the north or east bound train will go to the station platform first. All trains must use caution when passing a train receiving or discharging passengers at a station and must not pass between it and the platform at which passengers are being received or discharged.

Trains must not leave terminal stations without orders or clearance cards (form 427-A) signed by the Train Master. If dispatcher cannot be reached, the operator may issue clearance cards, when no orders, on proper form. Following are the terminal stations under this rule: Ashburn, Forrest, Bement, Tilton, Decatur or East Decatur, Litchfield, Brooklyn, Union Station. 9th District trains will not get clearance cards at Bement.

Unless otherwise indicated, the time of a train at any station on time table, applies to the switch where an inferior train takes the siding; where there is no siding, it applies to the place from which fixed signals are operated; where there is neither siding nor fixed signal, it applies to the place where traffic is received or discharged.

Trains must be governed by automatic signals as shown in time table in accordance with automatic block signal rules revised December 1, 1917.

SPEED OF TRAINS.

ALL TRAINS MUST REDUCE SPEED AROUND SHARP CURVES.

FOLLOWING IS THE MAXIMUM SPEED OF TRAINS BETWEEN CHICAGO AND EAST ST. LOUIS AND BETWEEN TILTON AND BEMENT. PASSENGER TRAINS.

50 miles an hour, or 1 mile in 1 minute 12 seconds.

45 miles an hour, or 1 mile in 1 minute 20 seconds with engines equipped with single engine truck, except class L-1 engines.

30 miles an hour, or 1 mile in 2 minutes with class L-1 engines.

TIME, LOCAL AND LIVE STOCK TRAINS AND LIGHT ENGINES OR TRAINS.

35 miles an hour, or 1 mile in 1 minute 42 seconds.

30 miles an hour, or 1 mile in 2 minutes with class L-1 engines.

Freight engines running backwards (except when regularly equipped for back-up service) and switch engines, must not exceed speed of 15 miles per hour.

DEAD FREIGHT TRAINS.

25 miles an hour, or 1 mile in 2 minutes 24 seconds.

Light engines must reduce speed to 25 miles an hour through village limits, where no other speed order is now in effect, and all trains must reduce speed over sharp curves.

Passenger trains handling freight cars must be governed same as time freight trains.

On the Streator, Altamont, and Champaign Branches, passenger trains must not exceed 35 miles per hour, mixed trains 25 miles per hour and freight trains 20 miles per hour.

SPEED OF ENGINES HANDLED IN TRAINS.

Engines must not be handled in trains without side rods in position, except under special instructions in each case.

Wabash switch engines enroute to and from shops hauled in trains must be moved backwards.

The speed of trains hauling dead engines must not exceed twenty (20) miles per hour.

SPEED OF DISCONNECTED ENGINES.

Engines, under steam, disconnected on one side, with only main rod taken down, must not exceed a speed of thirty-five (35) miles per hour.

SPECIAL INSTRUCTIONS.

6th District.

Clocks indicating standard time are located in the dispatchers' offices at Dearborn Station, Chicago, and Forrest and in the telegraph office at Landers.

The line between W. I. Junction and Orland will be operated as double track in accordance with general instructions.

Conductors will register at Ashburn, Orland and Forrest.

At Ashburn, all first-class trains will register by throwing off O. S. slip to operator.

At Orland, all through trains will register by throwing off O. S. slip to operator. All trains affected will examine register, unless given clearance by dispatcher.

All north-bound trains will reduce speed to 15 miles per hour through turnout at end of double track at Orland.

At Alpine the siding on the west side of the main track will be used as a passing siding for north-bound trains and the siding on the east side of the main track will be used as a passing siding for south-bound trains.

All except first class trains will approach Custer Park under complete control expecting to find main line obstructed by preceding trains taking water.

Wabash trains will be governed by the rules and time table of the C. & W. I. R. R. between Chicago and W. I. Junction.

All train and enginemen will be under the direction and control of the Superintendent Terminals between Chicago and Ashburn.

7th District.

Clocks indicating standard time are located in the dispatcher's office at Forrest and in the telegraph office at Bement.

The line between Lodge and Bement will be operated as double track in accordance with general instructions.

North bound dead freight trains will not exceed a speed of 15 miles per hour from top of hill 2 miles south of Monticello to a point 2 miles north of Monticello and from Sibley to Strawn.

Conductors will register at Forrest, Lodge and Bement.

At Lodge, all trains will register by throwing off O. S. slip to operator. All north-bound trains affected will examine register, unless given clearance by dispatcher.

At Bement, first class trains will register by throwing off O. S. slip to operator, when given clearance by dispatcher.

All trains will not exceed a speed of 20 miles per hour passing over Ill. Cent. crossing 1.2 miles north of Strawn.

All south-bound trains will reduce speed to 25 miles per hour through turnout at end of double track at Lodge.

All north-bound trains, except first-class, will approach cross-over leading from south-bound main to freight house lead at Monticello under control, looking out for south-bound trains doing work through this cross-over.

7th District—Streator Branch.

Conductors will register at Fairbury and Streator.

Wabash trains will be governed by the rules and time table of the T. P. & W. R. R. between Forrest and Fairbury.

8th District.

Conductors will register at Bement and Shumway.

Wabash trains will be governed by the rules and time table of the B. & O. S. W. R. R. at Altamont.

9th District.

Clocks indicating standard time are located in the telegraph offices at Tilton, Bement, Woodford Street and Passenger Station, Decatur.

The line between Tilton and Ryan and between Tolono and Decatur will be operated as double track in accordance with general instructions.

All west-bound trains will reduce speed to 25 miles per hour through turnouts at ends of double track at Ryan and Tolono.

Conductors will register at Tilton, Ryan, Tolono, Bement, East Decatur, and Decatur.

At Tilton, all first-class trains will register by throwing off O. S. slip to operator.

At Ryan, all trains will register by throwing off O. S. slip to operator. All west-bound trains affected will examine register, unless given clearance by dispatcher.

At Tolono, all trains will register by throwing off O. S. slip to operator. All east-bound trains affected will examine register, unless given clearance by dispatcher.

At Bement, all first-class trains will register by throwing off O. S. slip to operator. All trains affected will examine register, unless given clearance by dispatcher.

At East Decatur, all first-class trains will register by throwing off O. S. slip to operator.

At Decatur, all first-class trains will register at Passenger Station.

9th District—Champaign Branch.

Conductors will register at Champaign and Sidney.

13th District.

Clocks indicating standard time are located in telegraph offices at Woodford Street and Passenger Station, Decatur, Litchfield and Brooklyn.

The line between Decatur and Granite City, with the exception of gauntlet track over South Sangamon River bridge, between Mercer St. and Knights, will be operated as double track in accordance with general instructions.

The movement over South Sangamon River bridge between Mercer Street and Knights will be governed by home signals located 1,500 feet north and south of bridge on north and south-bound mains. These home signals are not interlocked with the distant signals, and trains passing the distant signals at clear or proceed position must approach the home signals prepared to stop; and if in stop position, stop must be made before fouling opposite main. When home signals show proceed position, trains will have the right to move over bridge against all opposing trains, and must not exceed a speed of 15 miles per hour while any part of the train is on bridge.

Inferior trains may run ahead of superior trains between Decatur Passenger Station and Mercer Street without orders, but must keep advised of their movement and allow them to pass without delay. All trains must move between these points prepared to stop, unless the main track is seen or known to be clear.

All trains will reduce speed to 15 miles per hour through turnout at end of double track at Granite City.

Conductors will register at Decatur, Boody, Granite City and Brooklyn.

At Decatur, all first-class trains will register at Passenger Station and all other trains will register at Woodford Street. All trains will examine register at Passenger Station, unless given clearance by dispatcher.

At Boody, all trains will register by throwing off O. S. slip to operator. All north-bound trains affected will examine register, unless given clearance by dispatcher.

At Granite City, all trains will register by throwing off O. S. slip to operator. All south-bound trains affected will examine register, unless given clearance by dispatcher.

At Brooklyn, first-class trains will register by throwing off O. S. slip to operator.

Wabash trains will be governed by the rules and time table of the Terminal Railroad Association, between Bridge Junction and St. Louis, and Merchants Bridge Terminal, between Granite City and St. Louis.

All train and engine men will be under the direction and control of the Superintendent Terminals between Nameoki and St. Louis.

The Edwardsville Branch between upper and lower depots, Edwardsville is used in switch service. Movements made over it must be under protection.

RAILROAD CROSSINGS AND JUNCTIONS.

6th District.

W. I. Junction—C. & W. I.	} No target.
Ashland Ave.—Belt.	
Forrest Hill—B. & O. C. T. and P. C. C. & St. L.	} Governed by Semaphores of Interlocking System.
Ashburn—G. T. W.	
Chicago Ridge—I. H. B.	} Governed by Semaphores of Interlocking System.
Orland—End of Double Track.	
Manhattan—C. M. & G. 0.4 mile south.	} Governed by Semaphores of Interlocking System.
Essex—C. C. C. & St. L.	
Reddick—I. C. 1.5 miles north.	} Governed by Semaphores of Interlocking System.
Reddick—N. Y. C. 0.5 mile north.	
Saunemin—I. C. 1 mile north.	} Governed by Double Arm Semaphore.
Forrest—T. P. & W.	

7th District.

Forrest—T. P. & W.	} Governed by Double Arm Semaphore.
Strawn—I. C. 1.2 miles north.	
Gibson—I. C. and L. E. & W.	} Governed by Semaphores of Interlocking System.
Lotus—I. C.	
Mansfield—C. C. C. & St. L.	} Governed by Semaphores of Interlocking System.
Lodge { I. C.	
{ End of double track.	

Bement—9th Dist. Junction. Switch located 150 feet west of depot. Switches must be kept lined up for 9th District and locked when not in use. All trains must approach this junction under control and 7th District south-bound trains must come to full stop before fouling the 9th District west-bound main, and know that switches are properly set and track clear before proceeding.

Fairbury—Junction of T. P. & W. No target.

Pontiac Junction—I. C. and C. & A. Governed by Semaphores of Interlocking System.

Streator Junction—N. Y. C. } No target.

Streator—C. W. & V. 0.5 mile south.

Streator—A. T. & S. F. Governed by Semaphores of Interlocking System.

8th District.

Hammond—C. I. & W. target diagonal for Wabash trains.	} No target.
Lovington—P. C. C. & St. L.	
Sullivan—C. & E. I. and I. C.	} Governed by Semaphores of Interlocking System.
Windsor—C. C. C. & St. L.	
Stewardson—T. St. L. & W.	} No target.
Shumway—Switches must be set for Altamont Line.	
Altamont—C. & E. I. 0.8 mile north.	} No target.
Altamont—Junction of B. & O. S. W. 0.6 mile north.	
Altamont—C. & E. I. 0.5 mile north.	} Governed by Semaphores of Interlocking System.
Altamont—P. C. C. & St. L.	
Effingham—P. C. C. & St. L. 0.1 mile north.	No target.

9th District.

Ryan.	} C. & E. I. End of double track.	} Governed by Semaphores of Interlocking System.
Champaign—I. C. 0.3 mile east.		
Tolono.	} I. C. End of double track.	

Bement—7th Dist. Junction. Switch located 150 feet west of depot. Switches must be kept lined up for 9th District and locked when not in use. All east-bound trains must approach this junction under control. West-bound movements are governed by a semaphore located on west-bound main 1,500 feet east of switch leading from 9th District east-bound main to 7th District north main. All 9th District west-bound trains must approach this signal under control. When signal is in clear position trains may proceed without making full stop for 7th District Junction but must approach the junction under full control prepared to stop if necessary. When signal is at stop position trains may pass it under control, but must stop before fouling 7th District Junction and not proceed until it is known that main track is clear.

Decatur—I. C. Governed by gates.

13th District.

Decatur—I. C.	} Governed by gates.
Mercer St.—10th Dist. Jct.	
Boody—Junction of C. I. & W.	} Governed by Semaphores of Interlocking System.
Taylorville—B. & O. S. W. 0.6 mile north.	
Litchfield—I. C. 1 mile north.	} Governed by Semaphores of Interlocking System.
Litchfield—C. C. C. & St. L.	
Litchfield—C. B. & Q. 1.2 miles south.	} Governed by Semaphores of Interlocking System.
Granite City { End of Double track.	
{ Merchants Bridge Terminal.	

Venice—I. T. S. Crossing. No target.

Brooklyn—Southern. Semaphore located west of Wabash and north of Southern tracks. This signal governs all four of the Wabash tracks crossing the Southern track. When red board by day and red light by night is placed across Southern track, Wabash trains may cross. When red board by day and red light by night is placed across westerly Wabash track, Southern trains may cross.

Bridge Junction—C. C. C. & St. L. When the upper arm is depressed at an angle of 90 degrees, or shows green light by night, indicates C. C. C. & St. L. trains have right to crossing and can proceed. When the lower arm is depressed at an angle of 90 degrees, or shows white light by night, indicates Wabash trains have right to the crossing and can proceed. When arm is in a horizontal position, or shows red light by night, danger is indicated and trains must stop.

Bridge Junction—T. St. L. & W. When the blade of Semaphore Signal on the southeast end of the cross arm is in a hanging position, or shows white light by night, safety is indicated, and Wabash trains have the right to the crossing and can proceed. When the blade of Semaphore Signal on the southeast end of the cross arm is in a horizontal position, or shows red light by night, danger is indicated and Wabash trains must stop and wait until safety signal is given. The above named signal stands in the southwest angle of the crossing.

STATIONS AND SIDINGS NOT SHOWN ON TIME TABLE.

6th District.

Sand Loading Track—706 feet north of Kankakee river bridge Custer Park; connected south end; capacity, 6 cars.

7th District.

Champlin—2 miles south of Lodemia; connected north end; capacity, 5 cars.

Caldwell's—2 miles north of Lodge; connected north end; capacity, 5 cars.

8th District.

Bodman—3 miles south of Bement; connected north end; capacity, 9 cars.

Lanton—2.3 miles south of Hammond; connected north end; capacity, 13 cars.

Kirk—2.5 miles north of Windsor; connected north end; capacity, 7 cars.

Burrells—4.9 miles north of Effingham; connected north end; capacity, 3 cars.

9th District.

Sloan—On eastbound main 2.7 miles east of Ivesdale; connected east end; capacity, 10 cars.

Piatt—On westbound main, 3.1 miles east of Bement; connected west end; capacity, 24 cars.

13th District.

S. D. C. M. Co.—On southbound main, 1 mile south of Taylorville; connected north end; length 1.3 miles.

Mine No. 15—On southbound main, 0.5 mile south of Mt. Olive; connected north end; length 2.7 miles.

Mine No. 7—On northbound main, 2 miles north of Staunton; connected both ends; length 4,285 feet.

Mine No. 14—On southbound main, 1.2 miles north of Staunton; connected north end; length 2 miles.

SAFETY

should be the first consideration of every employe. Every employe should report promptly to his foreman, some member of the Safety Committee or other proper person, every unsafe condition.

NUMBER OF AUTOMATIC BLOCK SIGNALS SHOWING LOCATION AT AND BETWEEN STATIONS.

Signals are numbered from North or East according to Chicago or Detroit mile posts. The integral number indicates that signal is South of Chicago or West of Detroit mile post of that number. The decimal part of the number indicates the number of tenths of a mile South or West of mile post signal is located.

	DIRECTION.			DIRECTION.	
	South Bound	North Bound		South Bound	North Bound
6th DISTRICT			13th DISTRICT—Continued		
Palos Park—Orland	23-4	.....	Taylorville—Clarksdale	403-8	.....
Orland—Alpine	24-1	.....	405-2	405-9
Alpine—Marley	29-8	.....	.....	407-2	407-9
Marley—New Lenox	31-1	Clarksdale—Palmer	408-8	409-3
9th DISTRICT			.....	409-2	410-5
Catlin—Ryan	308-9	Palmer—Morrisonville	411-6	412-1
Sangamon—E. Decatur.....	374-0	.....	.....	413-6	413-3
East Decatur—Decatur.....	374-8	.....	Morrisonville—Harvel	415-4	416-1
10th DISTRICT			.....	416-6	417-3
Wyckles—Decatur	419-2	419-7
.....	Harvel—Raymond	421-4	421-9
13th District Junction	376-5	.....	422-6	423-3
.....	377-5	Raymond—Honey Bend	424-6	424-9
13th DISTRICT			.....	425-8	426-3
Decatur—Allen	376-3	Honey Bend—Litchfield	428-2	429-1
.....	430-2	430-9
10th District Junction.....	375-8	.....	431-2	431-9
.....	376-4	Illinois Central R. R. Crossing.....	433-4	.....
.....	376-7	.....	433-8	.....
.....	377-3	.....	.....	434-1
Mercer Street—Knights.....	434-7
.....	434-8	435-7
.....	436-5
Gauntlet—Sangamon River Bridge.....	377-0	Litchfield—Mt. Olive	436-0	.....
.....	377-6	.....	436-6	436-9
.....	377-9	C. C. C. & St. L. R. R. Crossing.....	443-0	.....
.....	379-1	.....	444-2	.....
.....	379-2	Mt. Olive—Staunton	445-0	445-1
.....	446-4	446-7
.....	402-8	.....	448-4	448-1
.....	403-2	.....	450-2	449-3
.....	403-5	Staunton—Worden .....	.....	450-5
.....	403-9	.....	466-6	451-7
.....	Carpenter—Edwardsville .....	.....	.....
.....	Edwardsville—Poag .....	.....	467-9

EMPLOYEES' HOSPITAL ASSOCIATION. LIST OF HOSPITALS AND SURGEONS.

DR. M. P. PARRISH, Chief Surgeon, Decatur, Ill.
J. E. CRIM, Superintendent, Decatur, Ill.

Decatur Hospital Dr. F. E. Smith Chicago Dispensary..... Dr. J. S. Yount Forrest Dispensary..... Dr. O. P. Hamilton St. Louis Dispensary..... Railway Exchange Bldg. Dr. C. A. White Bement Dr. W. G. McPherson Champaign..... Dr. C. F. Newcomb Cerro Gordo..... Dr. H. V. Donovan Danville..... { Dr. S. L. Landauer { Dr. J. M. Guy Edwardsville..... Dr. E. Wahl { Dr. F. H. Gunn East St. Louis..... { Dr. L. B. Short Effingham..... Dr. J. H. Walker Gibson City..... Dr. J. Y. Shamel Granite City..... Dr. L. D. Darner Hammond..... Dr. J. H. McNutt	Litchfield..... { Dr. G. A. Sihler { Dr. J. D. Colt Lovington Dr. C. J. Donovan Manhattan..... Dr. G. H. Brennan Monticello..... Dr. C. M. Bumstead Mt. Olive..... Dr. M. Herschleder Orland..... Dr. W. R. Schussler Pontiac..... Dr. J. A. Marshall Saunemin..... Dr. C. F. Ross Shumway..... Dr. S. C. Lorton Sidney..... Dr. J. M. Lawson Staunton..... { Dr. W. L. McBrien { Dr. J. S. Patterson Stonington..... Dr. W. H. Short Streator..... Dr. G. K. Wilson Taylorville..... Dr. G. L. Armstrong Tolono..... Dr. John Marten
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DIVISION OFFICERS.

J. E. Stumpf.....	Superintendent	Decatur, Ill.
H. Eicke	Supt. Chicago Terminals	Chicago, Ill.
J. W. Jones.....	Supt. St. Louis Terminals	St. Louis, Mo.
A. M. Stroebel.....	Train Master St. Louis Terminals.....	St. Louis, Mo.
C. B. Davidson.....	Train Master 6th, 7th and 8th Districts.....	Forrest, Ill.
C. E. Ocheltree.....	Train Master 9th and 13th Districts.....	Decatur, Ill.
O. C. Sandberg.....	Ass't. Train Master	Decatur, Ill.
M. N. Shaw.....	Ass't. Train Master	Decatur, Ill.
T. V. Ramsey.....	Ass't. Train Master	Decatur, Ill.
J. H. Harry.....	Ass't. Train Master	Forrest, Ill.
F. S. Potter.....	Chief Train Dispatcher.....	Decatur, Ill.
E. L. Puckett.....	Asst. Chief Train Dispatcher.....	Decatur, Ill.
D. H. MacCallum.....	Asst. Chief Train Dispatcher.....	Decatur, Ill.
F. J. Safar.....	Dispatcher	Decatur, Ill.
E. N. Helm.....	Dispatcher	Decatur, Ill.
E. L. Dotson.....	Dispatcher	Decatur, Ill.
W. W. Renner.....	Dispatcher	Decatur, Ill.
P. N. Fightmaster.....	Dispatcher	Decatur, Ill.
E. F. McGrath.....	Dispatcher	Decatur, Ill.
B. J. Singleton.....	Relief Dispatcher	Decatur, Ill.