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.

Following signals will be used to notify crews of passing trains of defective conditions.

HOT JOURNAL . . . . . BY DAY.
Nose held with one hand with other hand pointing toward track.
BY NIGHT.
Lamp swung vertically in a small circle, lamp to be held by guard wire around globe.

BRAKES STICKING . . BY DAY.
Hands shoved in sliding motion out from body.
BY NIGHT.
Lamp raised and held stationary.

BROKEN WHEELS
DEFECTIVE TRUCK
DRAGGING BRAKE CONNECTION
LADING SHIFTED OVER SIDE OR END OF CAR
SWINGING CAR DOOR OR ANY OTHER DANGEROUS CONDITION
} Stop signal

DIVISION OFFICERS

C. A. JOHNSTON...	Superintendent	Decatur, Ill.
E. LIND	Supt. Chicago Terminals....	Chicago, Ill.
V. DRISCOLL	Train Master Chicago Terminals	Chicago, Ill.
D. E. LEONARD....	Supt. St. Louis Terminals.	St. Louis, Mo.
J. F. NELLIS.....	Train Master St. Louis Terminals.....	St. Louis, Mo.
E. W. NIXON.....	Asst. Train Master, St. Louis Terminals.....	St. Louis, Mo.
H. B. PILCHER.....	Train Master	Decatur, Ill.
E. WATERFIELD ..	Train Master	Decatur, Ill.
C. B. DAVIDSON...	Train Master	Decatur, Ill.
J. N. SAILOR.....	Asst. Train Master.....	Decatur, Ill.
N. LOCK	Road Foreman of Engines..	Decatur, Ill.
E. W. ERISMAN.....	Road Foreman of Engines..	Decatur, Ill.
J. W. CRAWFORD..	Road Foreman of Engines..	Decatur, Ill.
J. C. JOHNSON.....	Chief Train Dispatcher.....	Decatur, Ill.
B. J. SINGLETON...	Night Chief Train Dispatcher	Decatur, Ill.

Wabash Railway Company

NORMAN B. PITCAIRN and FRANK C. NICODEMUS, Jr., Receivers

DECATUR DIVISION

Time Table No. 21,

IN EFFECT

SUNDAY, APRIL 28, 1940

AT 12:01 A. M.

Central Standard Time

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.

G. H. SIDO,
Chief Operating Officer.

R. A. MESSMORE,
Assistant General Manager.

W. N. GARVIN,
Superintendent Transportation.

C. A. JOHNSTON,
Superintendent.

H.-P. Corp.
Decatur, Ill.

CHICAGO TO FORREST—6th District

Time Table No. 21

In Effect Apr. 28, 1940

Southward Trains

Distance from Chicago	STATIONS		Cap. passing tracks in 45 ft. cars exclusive of engine and caboose.	FIRST CLASS 11 Banner Blue Daily	FIRST CLASS 21 Blue Bird Daily	FIRST CLASS 13 Decatur Express Daily Except Sun.	FIRST CLASS 17 Midnight Limited Daily	SECOND CLASS 99 Red Ball Freight Daily	SECOND CLASS 93 Red Ball Freight Daily	SECOND CLASS 83 Red Ball Freight Daily	THIRD CLASS 75 Local Freight Tues. Thurs. Sat.
				AM	PM	PM	PM				
.....	CHICAGO		.....	11.35	4.30	4.35	11.50	.....	PM	PM	.....
4.4	4.4 2S 47TH STREET		.....	.....	.....	S 4.45	12.00	.....	7.00	8.30	.....
6.5	2.1 ENGLEWOOD		.....	S11.47	4.42	S 4.50	S12.05	.....	.....	.....	.....
8.0	1.5 W. I. JCT.	DOUBLE TRACK	.....	11.49	4.44	4.52	12.08	PM	7.20	8.50	AM
10.8	2.8 LANDERS WO	DOUBLE TRACK	.....	.....	.....	S 5.03	12.15	1.30	7.25	9.00	7.00
12.2	1.4 DN ASHBURN	DOUBLE TRACK	.....	11.57	4.52	S 5.07	12.18	1.35	7.30	9.10	S 7.10
14.8	2.6 OAK LAWN	DOUBLE TRACK	.....	.....	.....	S 5.11	.....	.....	.....	.....	S 7.15
16.4	1.6 DN CHICAGO RIDGE	DOUBLE TRACK	.....	12.02	4.57	S 5.14	12.24	1.48	7.40	9.21	S 7.20
17.8	1.4 WORTH	DOUBLE TRACK	....	.....	.....	S 5.17	.....	.....	.....	.....	S 7.25
19.9	2.1 PALOS PARK	DOUBLE TRACK	.....	.....	.....	S 5.21	.....	1.58	7.48	9.28	S 7.30
23.2	3.3 DN ORLAND PARK	DOUBLE TRACK	N 53	12.08	5.03	S 5.27	12.32	2.04	7.55	9.33	S 7.38
26.5	3.3 ALPINE		....	.....	.....	5.32	.....	.....	.....	.....	f 7.44
30.1	3.6 MARLEY W		95	12.14	5.09	5.36	12.40	2.15	8.07	9.45	S 7.50
33.2	3.1 NEW LENOX		.....	.....	.....	.....	.....	.....	.....	.....	f 7.55
33.6	0.4 STEELE		.....	.....	.....	.....	.....	.....	.....	.....	.....
34.6	1.0 DN BRISBANE		109	12.19	5.14	5.41	12.45	2.30	8.17	10.00	S 8.20
39.6	5.0 DN MANHATTAN WO		69	12.24	5.19	5.48	12.51	2.45	8.43	10.41	S 8.40
47.0	7.4 D SYMERTON	BLOCK SIGNALS	84	12.30	5.25	5.57	12.59	3.00	8.55	11.00	S 8.55
51.1	4.1 BALLOU	BLOCK SIGNALS	....	.....	.....	6.01	.....	.....	.....	.....	f 9.05
52.9	1.8 D RITCHIE	BLOCK SIGNALS	69	.....	.....	6.03	.....	3.16	9.03	11.15	S 9.12
54.2	1.3 CUSTER PARK W	BLOCK SIGNALS	95	12.38	5.33	6.05	1.07	3.20	9.07	11.20	S 9.54
59.8	5.6 ESSEX	BLOCK SIGNALS	N 57 S 72	.....	.....	6.11	1.13	3.40	9.15	11.29	S10.10
66.0	6.2 DN REDDICK	BLOCK SIGNALS	N 61 S 72	12.47	5.42	6.18	1.19	4.09	9.24	11.40	S10.22
70.0	4.0 CARDIFF	BLOCK SIGNALS	.....	.....	.....	.....	.....	.....	.....	.....	.....
72.2	2.2 D CAMPUS W	BLOCK SIGNALS	76	.....	.....	6.24	1.26	4.26	9.33	11.50	S10.33
76.6	4.4 D EMINGTON	BLOCK SIGNALS	N 61 S 84	12.56	5.50	6.29	1.31	4.36	9.44	11.58	S10.43
82.4	5.8 D SAUNEMIN	BLOCK SIGNALS	112	1.01	5.55	6.36	1.37	4.48	9.54	12.12	S10.53
87.4	5.0 D WING	BLOCK SIGNALS	N 61 S 61	.....	.....	6.42	1.42	5.00	10.02	12.25	S11.05
92.4	5.0 DN FORREST W	BLOCK SIGNALS	S 78	S 1.14	6.06	S 6.50	S 1.50	5.25	10.15	12.40	11.45
				PM	PM	PM	AM	PM	PM	AM	AM
				Daily	Daily	Daily Except Sun.	Daily	Daily	Daily	Daily	Tues. Thurs. Sat.
.....	..... Scheduled time		.....	1:39	1:36	2:15	2:00	3:55	3:15	4:10	4:45
.....	.....Average miles an hour.....		.....	56.0	57.7	41.1	46.2	20.8	27.0	21.1	17.2

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

No. 21 and No. 10.
No. 13 and No. 10.
No. 83 and No. 24.

No. 21 stop on signal at Englewood to receive paying passengers for Decatur and St. Louis.

No. 13 stop at Halsted St., Racine Ave., Ashland Ave., and Western Ave., stop on signal at Southmoor, 1 mile South of Palos Park; and stop at all stations south of Orland Park not covered by other signal stops to receive or discharge paying passengers.

No. 17 stop on signal at 47th Street to receive paying passengers.

No. 75 carry passengers.

Time Table No. 21

In Effect Apr. 28, 1940

Northward Trains

Distance from St. Louis	STATIONS	Station Number	FIRST CLASS 12 Chicago Express Daily Except Sun.	FIRST CLASS 18 Midnight Limited Daily	FIRST CLASS 10 Banner Blue Daily	FIRST CLASS 24 Blue Bird Daily	SECOND CLASS 182 Red Ball Freight Daily	SECOND CLASS 90 Red Ball Freight Daily	THIRD CLASS 74 Local Freight Mon. Wed. Fri.
			AM	AM	PM	PM			
285.7	CHICAGO	501	7.05	7.20	5.30	9.35	PM	AM	
	4.4								
281.3	2S 47TH STREET	505	S 6.52	7.07			12.30	12.30	
	2.1								
279.2	ENGLEWOOD	509	S 6.47	S 7.02	S 5.14	S 9.23			
	1.5								
277.7	W. I. JCT.	511	6.44	6.57	5.11	9.19	11.40	11.45	PM
	2.8								
274.9	LANDERS WC	514	S 6.32	6.49			11.33	11.39	4.45
	1.4								
273.5	DN ASHBURN	515	S 6.28	6.46	5.02	9.10	11.30	11.35	S 4.20
	2.6								
270.9	OAK LAWN	517	S 6.21						f 4.10
	1.6								
269.3	DN CHICAGO RIDGE	518	S 6.16	6.39	4.57	9.06	11.20	11.25	S 4.00
	1.4								
267.9	WORTH	519	S 6.12						S 3.40
	2.1								
265.8	PALOS PARK	521	S 6.06						S 3.30
	3.3								
262.5	DN ORLAND PARK	523	S 6.00	6.30	4.50	8.59	10.55	11.12	S 3.20
	3.3								
259.2	ALPINE	525	f 5.20						f 3.00
	3.6								
255.6	MARLEY W	527	f 5.14	6.22	4.44	8.53	10.40	11.00	S 2.50
	3.1								
252.5	NEW LENOX	528	f 5.09						f 2.35
	0.4								
252.1	STEELE	530	f 5.06						
	1.0								
251.1	DN BRISBANE	529	f 5.04	6.17	4.39	8.48	10.30	10.50	S 2.30
	5.0								
246.1	DN MANHATTAN WC	531	S 4.53	6.12	4.34	8.43	10.20	10.41	S 2.10
	7.4								
238.7	D SYMERTON	533	f 4.37	6.04	4.27	8.37	10.08	10.28	S 1.55
	4.1								
234.6	BALLOU	534	f 4.29						f 1.40
	1.8								
232.8	D RITCHIE	535	f 4.26				9.57	10.18	S 1.23
	1.3								
231.5	CUSTER PARK W	538	f 4.23	5.54	4.19	8.29	9.54	10.15	S 1.19
	5.6								
225.9	ESSEX	537	f 4.13	5.48			9.48	10.08	S 1.06
	6.2								
219.7	DN REDDICK	539	f 4.03	5.41	4.09	8.20	9.39	9.59	$12.47
	4.0								
215.7	CARDIFF	540	f 3.55						f12.06
	2.2								
213.5	D CAMPUS W	541	f 3.52	5.34	4.03		9.31	9.50	$12.01
	4.4								
209.1	D EMINGTON	543	f 3.43	5.29			9.25	9.44	$11.46
	5.8								
203.3	D SAUNEMIN	545	f 3.32	5.22	3.54	8.07	9.17	9.33	$11.30
	5.0								
198.3	D WING	547	f 3.21	5.16	3.49		9.10	9.25	$11.15
	5.0								
193.3	DN FORREST W	549	S 3.10	S 5.07	S 3.43	7.57	9.00	9.15	11.00
			AM	AM	PM	PM	AM	PM	AM
			Daily Except Sun.	Daily	Daily	Daily	Daily	Daily	Mon. Wed. Fri.
	Scheduled time		3:55	2:13	1:47	1:38	3:30	3:15	5:45
	Average miles an hour		23.6	41.7	51.8	56.5	25.1	27.0	14.2

DOUBLE TRACK — BLOCK SIGNALS

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

No. 10 and No. 21.
No. 10 and No. 13.
No. 24 and No. 83.

No. 12 stop on signal at Southmoor, 1 mile south of Palos Park and stop at Western Ave., Ashland Ave., Racine Ave. and Halsted St.

No. 18 stop on signal at Orland Park to discharge paying passengers from St. Louis or to receive paying passengers for Chicago and stop on signal at 47th Street to discharge paying passengers.

No. 74 carry passengers.

FORREST TO BEMENT—7th District

Time Table No. 21

In Effect Apr. 28, 1940

Southward Trains

Distance from Chicago		STATIONS		Cap. passing tracks in 45 ft. cars exclusive of engine and caboose.	FIRST CLASS 17 Midnight Limited Daily	FIRST CLASS 11 Banner Blue Daily	FIRST CLASS 21 Blue Bird Daily	FIRST CLASS 13 Decatur Express Daily Except Sun.	SECOND CLASS 83 Red Ball Freight Daily	SECOND CLASS 99 Red Ball Freight Daily	SECOND CLASS 93 Red Ball Freight Daily	THIRD CLASS 75 Local Freight Tues. Thurs. Sat.	
					AM	PM	PM	PM	AM	PM	PM	PM	
92.4		DN FORREST W		N118	S 1.54	S 1.14	6.06	S 6.52	1.10	6.20	10.25	12.05	.....
		7.0											
99.4		D STRAWN		N 61 S 113	2.06	1.24	6.16	7.02	1.35	6.40	10.36	S12.25	.....
		4.6											
104.0		D SIBLEY		N 61 S 72	2.12	1.29	6.21	7.07	2.12	6.50	10.45	S12.40	.....
		4.9											
108.9		GARBER		69	2.17	.....	.....	7.12	2.32	7.00	10.55	f12.50	.....
		3.2											
112.1	BLOCK SIGNALS	DN GIBSON CITY WO		118	S 2.25	1.37	6.28	S 7.17	2.52	13 7.17 / 24 7 36	11.01	S 1.37	.....
		4.2											
116.3		PROCTOR		....	.....	.....	.....	.....	.....	.....	.....	f 1.52	.....
		3.9											
120.2		D FOOSLAND		N 39 S 53	2.36	1.45	6.35	7.29	3.07	8.22	11.16	S 1.58	.....
		3.2											
123.4		D LOTUS		....	.....	.....	.....	7.34	.....	.....	.....	S 2.04	.....
		1.7											
125.1		OSMAN		N 61 S 60	2.42	.....	.....	7.37	3.30	8.45	11.25	S 2.08	.....
		2.2											
127.3		BLUE RIDGE		....	.....	.....	.....	7.40	.....	.....	.....	S 2.16	.....
		3.9											
131.2		DN MANSFIELD W		N 58 S 65	2.50	1.54	6.44	7.44	4.09	9.00	11.38	S 3.01	.....
		4.9											
136.1		GALESVILLE		....	.....	.....	.....	7.49	.....	.....	.....	S 3.16	.....
		3.2											
139.3		DN LODGE	DBL TRK	110	2.59	2.01	6.51	7.53	4.40	9.22	11.59	S 3.25	.....
		5.7											
145.0		D MONTICELLO		22	S 3.12	2.07	6.57	S 8.01	5.00	9.42	12.10	S 3.35	.....
		7.3											
152.3		DN BEMENT WO		S 144	3.26	2.16	7.06	S 8.12	5.30	10.10	12.35	S 4.30	.....
					AM	PM	PM	PM	AM	PM	AM	PM	
					Daily	Daily	Daily	Daily Except Sun.	Daily	Daily	Daily	Tues. Thurs. Sat.	
.....	..... Scheduled time			.....	1:32	1:02	1:00	1:20	4:20	3:50	2:10	4:25	
.....	.....Average miles an hour.....			.....	39.1	57.9	59.9	44.9	13.8	15.6	27.6	13.6	

No. 11 stop on signal at Gibson City to receive paying passengers for St. Louis and stop on signal at Monticello to discharge paying passengers from Chicago and to receive paying passengers for St. Louis.

No. 13 stop on signal at all stations not covered by other signal stops to receive or discharge paying passengers.

No. 75 carry passengers.

Following trains meet on double track between Lodge and Bement:
No. 21 and No. 24.
No. 13 and No. 90.

STREATOR BRANCH—7th District

Time Table No. 21

In Effect Apr. 28, 1940

Southward THIRD CLASS 73 Local Freight Daily Except Sun.	Distance from Forrest		STATIONS		Station Number	Northward THIRD CLASS 72 Local Freight Daily Except Sun.
PM						PM
3.30	37.0	D	STREATOR W		411	1.15
			1.8			
3.37	35.2		CLAY		.....	12.45
			4.0			
S 3.50	31.2		MANVILLE		413	S12.30
			4.9			
S 4.10	26.3		CORNELL		415	S12.05
			5.0			
S 4.30	21.3		ROWE		417	S11.45
			4.5			
S 5.00	16.8	D	PONTIAC		421	S11.25
			4.0			
S 5.13	12.8		McDOWELL		423	S11.06
			1.8			
f 5.20	11.0		LODEMIA		425	f11.00
			5.4			
S 5.40	5.6	D	FAIRBURY		429	S10.45
			5.6			
6.10	.....	DN	FORREST W		549	10.30
PM						AM
Daily Except Sun.						Daily Except Sun.
2:40	.....	..... Scheduled time		.....		2:45
13.8	.....	...Average miles an hour...		.....		13.4

Nos. 72 and 73 carry passengers.
All trains stop on signal at Champlin.

BEMENT TO FORREST—7th District

Time Table No. 21

In Effect Apr. 28, 1940

Distance from St. Louis		STATIONS		Station Number	Northward Trains — FIRST CLASS 12 Chicago Express Daily Except Sun.	18 Midnight Limited Daily	10 Banner Blue Daily	24 Blue Bird Daily	SECOND CLASS 182 Red Ball Freight Daily	90 Red Ball Freight Daily		THIRD CLASS 74 Local Freight Mon. Wed. Fri.	
					AM	AM	PM	PM	AM	PM		AM	
193.3	DN	FORREST	W	549	8 3.02	8 5.03	8 3.43	7.57	9.00	9.15	.....	11.00	.....
		7.0											
186.3	D	STRAWN		435	f 2.50	4.51	3.31	7.47	8.38	8.54	.....	$10.30	.....
		4.6											
181.7	D	SIBLEY		439	f 2.41	4.45	3.27	7.43	8.31	8.47	.....	$10.15	.....
		4.9											
176.8		GARBER		441	f 2.32	.....	.....	.....	8.23	8.41	.....	f10.00	.....
		3.2											
173.6	DN	GIBSON CITY	WO	443	8 2.25	4.34	3.19	7.36	8.17	8.35	.....	8 9.45	.....
		4.2											
169.4		PROCTOR		446	.....	.....	.....	.....	.....	.....	.....	f 9.20	.....
		3.9											
165.5	D	FOOSLAND		447	f 2.03	4.24	3.12	7.29	8.05	8.22	.....	8 9.05	.....
		3.2											
162.3	D	LOTUS		449	f 1.58	.....	.....	.....	.....	.....	.....	8 8.50	.....
		1.7											
160.6		OSMAN		451	f 1.55	4.18	.....	.....	7.57	8.15	.....	8 8.40	.....
		2.2											
158.4		BLUE RIDGE		453	f 1.52	.....	.....	.....	.....	.....	.....	8 8.30	.....
		3.9											
154.5	DN	MANSFIELD	W	455	8 1.47	4.09	3.01	7.19	7.47	8.06	.....	8 8.15	.....
		4.9											
149.6		GALESVILLE		457	f 1.42	.....	.....	.....	.....	.....	.....	8 8.00	.....
		3.2											
146.4	DN	LODGE		463	f 1.38	3.58	2.54	7.12	7.35	7.54	.....	8 7.45	.....
		5.7											
140.7	D	MONTICELLO		465	8 1.28	3.51	2.49	.....	7.27	7.44	.....	8 7.27	.....
		7.3											
133.4	DN	BEMENT	WO	131	8 1.15	3.40	2.40	6.59	7.15	7.30	.....	8 6.40	.....
					AM	AM	PM	PM	AM	PM		AM	
					Daily Except Sun.	Daily	Daily	Daily	Daily	Daily		Mon. Wed. Fri.	
.....	.....	Scheduled time	.....		1:47	1:23	1:03	0:58	1:45	1:45		4:20	
.....	.....	Average miles an hour.....	.....		33.6	43.3	57.0	61.9	34.2	34.2		13.8	

BLOCK SIGNALS

DBL TRK

No. 18 stop on signal at Monticello daily to discharge paying passengers from St. Louis or to receive paying passengers for Chicago, and stop on Sunday to handle U. S. Mail. Stop on signal at Gibson City daily to receive paying passengers for Chicago and stop on Sunday to handle U. S. Mail and Express.

No. 10 stop on signal at Monticello to discharge paying passengers from St. Louis and to receive paying passengers for Chicago and stop on signal at Gibson City to discharge paying passengers from St. Louis.

No. 74 carry passengers.

Following trains meet on double track between Bement and Lodge:

No. 24 and No. 21

No. 90 and No. 13.

SULLIVAN BRANCH—8th District

Time Table No. 21

In Effect Apr. 28, 1940

Southward THIRD CLASS 71 Local Freight Tues. Thurs. Sat.	Distance from Chicago		STATIONS		Station Number	Northward THIRD CLASS 70 Local Freight Tues. Thurs. Sat.
AM						PM
10.30	152.8	DN	BEMENT	WO	131	1.10
			8.5			
$11.00	160.8	D	HAMMOND		471	$12.30
			6.2			
$11.20	167.0	D	LOVINGTON		473	$12.15
			8.1			
$11.45	175.1		SULLIVAN	W	477	$12.01
AM						PM
Tues. Thurs. Sat.						Tues. Thurs. Sat.
1:15	.....	.....	Scheduled time	.....	.....	1:09
18.2	.....	.....	Average miles an hour...	.....	.....	19.8

Nos. 70 and 71 carry passengers.

Nos. 70 and 71 stop on signal at Voorhies, Lanton and Cushman.

TILTON TO DECATUR—9th District

Time Table No. 21

In Effect Apr. 28, 1940

Westward Trains

Distance from Detroit		STATIONS		Cap. passing tracks in 45 ft. cars exclusive of engine and caboose.	FIRST CLASS 17 Midnight Limited Daily	3 St. Louis Limited Daily	11 Banner Blue Daily	21 Blue Bird Daily	1 St. Louis Special Daily	13 Decatur Express Daily Except Sun.		SECOND CLASS 93 Red Ball Freight Daily	83 Red Ball Freight Daily	89 Red Ball Freight Daily	99 Red Ball Freight Daily	91 Red Ball Freight Daily	THIRD CLASS 71 Local Freight Tues. Thurs. Sat.	75 Local Freight Tues. Thurs. Sat.
						AM			PM					AM		PM	AM	
303.9	DN	TILTON	WC	110	.....	3.25	.....	.....	6.17	.....	.....	.....	.....	7.20	.....	11.10	6.45	.....
3.9																		
307.8	D	CATLIN		.....	.....	3.30	.....	.....	6.21	.....	.....	.....	.....	7.26	.....	11.17	§ 6.55	.....
5.5																		
313.3	N	RYAN		152	.....	3.35	.....	.....	6.26	.....	.....	.....	.....	7.33	.....	11.27	7.05	.....
1.4																		
314.7	D	FAIRMOUNT		....	.....	3.37	.....	.....	6.28	.....	.....	.....	.....	7.35	.....	11.29	§ 7.10	.....
6.8																		
321.5	D	HOMER		E 61 W102	.....	3.44	.....	.....	6.35	.....	.....	.....	.....	7.44	.....	11.39	§ 7.30	.....
6.1																		
327.6	2S	SIDNEY	W	E 65 W111	.....	3.50	.....	.....	6.41	.....	.....	.....	.....	7.52	.....	11.48	§ 7.52	.....
4.6																		
332.2	D	PHILO		61	.....	3.55	.....	.....	6.46	.....	.....	.....	.....	7.59	.....	11.55	§ 8.14	.....
5.8																		
338.0	DN	TOLONO		E 52 W 61	.....	§ 4.07	.....	.....	§ 6.53	.....	.....	.....	.....	8.07	.....	12.03	§ 8.30	.....
4.5																		
342.5	D	SADORUS		E 69	.....	4.13	.....	.....	7.01	.....	.....	.....	.....	8.15	.....	12.09	§ 9.00	.....
6.1																		
348.6	D	IVESDALE		E 50	.....	4.20	.....	.....	7.07	.....	.....	.....	.....	8.24	.....	12.17	§ 9.25	.....
6.8																		
					AM		PM	PM		PM		AM	AM		PM			PM
355.4	DN	BEMENT	WC	E 118 W 103	3.26	4.27	2.16	7.06	7.16	§ 8.12	.....	12.35	5.30	8.34	10.10	12.26	§10.20	4.30
4.0																		
359.4		MILMINE		.....	.....	.....	.....	.....	.....	.....	.....	12.42	5.40	8.40	10.22	12.31	§10.50	4.38
4.3																		
363.7	D	CERRO GORDO		E 53	3.35	4.35	2.24	7.14	7.24	8.20	.....	12.48	5.50	8.46	10.34	12.37	§11.25	4.46
4.1																		
367.8		OAKLEY		.....	.....	.....	.....	.....	.....	.....	.....	12.53	5.59	8.52	10.49	12.43	§11.45	4.55
2.8																		
370.6		SANGAMON		....	3.43	4.43	2.30	7.20	7.30	8.27	.....	12.57	6.05	8.56	11.00	12.47	§12.05	5.00
3.4																		
374.0	DN	EAST DECATUR		.....	.....	.....	.....	.....	.....	.....	.....	1.40	6.25	9.20	11.30	1.10	12.30	5.15
1.6																		
375.6	DN	DECATUR	WC	.....	3.55	4.55	2.38	7.26	7.37	8.35	.....	AM	AM	AM	PM	AM	PM	PM
					AM	AM	PM	PM	PM	PM								
					Daily	Daily	Daily	Daily	Daily	Daily Except Sun.		Daily	Daily	Daily	Daily	Daily	Tues. Thurs. Sat.	Tues. Thurs. Sat.
.....	.....	Scheduled time		.....	0:29	1:30	0:22	0:20	1:20	0:23		1:05	0:55	2:00	1:20	2:00	5:45	0:45
.....	.....	Average miles an hour		.....	41.7	47.8	55.0	60.6	53.7	52.7		17.1	20.3	35.0	13.9	35.0	12.2	24.8

BLOCK SIGNALS — DOUBLE TRACK

No. 13 stop on signal at all stations to receive or discharge paying passengers.

No. 71 carry passengers.

Following trains meet on double track between Tolono and Decatur:

No. 91 and No. 12.
No. 93 and No. 12.
No. 83 and Nos. 92 and 74.
No. 89 and No. 70.
No. 71 and No. 4.
No. 11 and No. 10.
No. 21 and No. 90.
No. 1 and No. 90.
No. 13 and No. 96.
No. 17 and No. 18.

CHAMPAIGN BRANCH—9th District

Time Table No. 21

In Effect Apr. 28, 1940

Westward THIRD CLASS 33 Daily Except Sun.	31 Daily Except Sun.	Distance from Sidney		STATIONS		Station Number	Eastward THIRD CLASS 30 Daily Except Sun.	32 Daily Except Sun.
PM	AM						AM	PM
12.45	9.30	.....	2S	SIDNEY	W	121	8.50	12.30
3.4								
f 1.00	f 9.45	3.4		DEER'S		591	f 8.30	f12.10
2.9								
f 1.15	f 9.57	6.3		MIRA		592	f 8.15	f11.55
3.2								
§ 1.30	§10.12	9.5	BLK SIGS D	URBANA		552	§ 8.00	§11.40
2.0								
1.35	10.15	11.5		I. C. JUNCTION		.....	7.32	11.32
0.2								
2.00	10.30	11.7	D	CHAMPAIGN		553	7.30	11.30
PM	AM						AM	AM
1:15	1:00	.....	.....	Scheduled time	.....	.....	1:20	1:00
9.4	11.7	.....	.....	Average miles an hour	.....	.....	8.8	11.7

SPECIAL INSTRUCTIONS.

Between Main Street, Urbana and State Street, Champaign all train and yard movements will be governed by Color Light Automatic Signals, in connection with Advance Indicator Signals in accordance with current Champaign Terminal Joint Time Table.

Conductors will register at Champaign and Sidney.

Car Dimensions and Gross Weights permissible between Sidney and Champaign:

Overall Lengths	Gross Weights	
Less than 35 feet	155,000 lbs.	No Restrictions.
35 to 40 feet	175,000 lbs.	No Restrictions.
More than 40 feet	185,000 lbs.	No Restrictions.
Any length	190,000 lbs.	Placed between two empties.

Yard limits at Urbana-Champaign are designated by "Yard Limit" Boards.

RAILROAD CROSSINGS AND JUNCTIONS

Urbana—Junction of Illinois Terminal 0.3 mile east, westward trains Stop.

Urbana—P. & E. No Target. Stop.

Champaign—I. C. 0.3 mile east. Governered by Semaphores of Interlocking System.

Time Table No. 21

In Effect Apr. 28, 1940

Eastward Trains

Distance from St. Louis	STATIONS	Station Number	FIRST CLASS 12 Chicago Express	18 Midnight Limited	4 Detroit Special	10 Banner Blue	24 Blue Bird	2 Detroit Limited	SECOND CLASS 92 Red Ball Freight	182 Red Ball Freight	82 Red Ball Freight	98 Red Ball Freight	90 Red Ball Freight	96 Red Ball Freight	THIRD CLASS 74 Local Freight	70 Local Freight
			Daily Except Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Mon. Wed. Fri.	Mon. Wed. Fri.
					PM			PM	AM		AM	PM		PM		PM
184.9	DN TILTON WC	113	.....	.....	1.35	.....	.....	11.05	6.45	.....	9.05	3.25	.....	10.30	.....	12.20
3.9																
181.0	D CATLIN	115	.....	.....	f 1.24	.....	.....	.....	6.35	.....	8.53	3.10	.....	10.01	.....	$11.40
5.5																
175.5	N RYAN	.....	.....	.....	1.16	.....	.....	10.49	6.28	.....	8.43	3.01	.....	9.50	.....	11.15
1.4																
174.1	D FAIRMOUNT	117	.....	.....	f 1.14	.....	.....	10.47	6.26	.....	8.40	2.58	.....	9.47	.....	$11.00
6.8																
167.3	D HOMER	119	.....	.....	f 1.04	.....	.....	10.38	6.17	.....	8.30	2.48	.....	9.35	.....	$10.30
6.1																
161.2	2S SIDNEY W	121	.....	.....	$12.54	.....	.....	10.29	6.09	.....	8.20	2.38	.....	9.22	.....	$10.10
4.6																
156.6	D PHILO	123	.....	.....	f12.45	.....	.....	10.23	6.03	.....	8.14	2.31	.....	9.13	.....	$ 9.45
5.8																
150.8	DN TOLONO	125	.....	.....	$12.36	.....	.....	$10.15	5.55	.....	8.07	2.22	.....	9.00	.....	$ 9.20
4.5																
146.3	D SADORUS	127	.....	.....	f12.25	.....	.....	10.06	5.48	.....	7.57	2.15	.....	8.51	.....	$ 8.40
6.1																
140.2	D IVESDALE	129	.....	.....	f12.17	.....	.....	10.00	5.40	.....	7.47	2.04	.....	8.42	.....	$ 8.15
6.8																
			AM	AM		PM	PM			AM			PM		AM	
133.4	DN BEMENT WC	131	$ 1.15	3.40	f12.08	2.40	6.59	9.53	5.31	7.15	7.37	1.53	7.30	8.33	6.40	$ 7.37
4.0																
129.4	MILMINE	133	.....	.....	.....	.....	.....	.....	5.26	7.08	7.30	1.46	7.24	8.27	6.26	$ 7.25
4.3																
125.1	D CERRO GORDO	135	1.04	3.31	f11.55	2.33	6.52	9.45	5.20	7.02	7.24	1.39	7.19	8.21	6.20	$ 7.02
4.1																
121.0	OAKLEY	137	.....	.....	.....	.....	.....	.....	5.14	6.57	7.17	1.32	7.12	8.13	6.12	$ 6.49
2.8																
118.2	SANGAMON	139	12.56	3.23	11.46	2.27	6.46	9.37	5.10	6.52	7.12	1.27	7.07	8.08	6.07	f 6.40
3.4																
114.8	DN EAST DECATUR	140	.....	.....	.....	.....	.....	.....	5.00	6.45	7.05	1.20	7.00	8.00	6.00	6.30
1.6																
113.2	DN DECATUR WC	141	12.50	3.15	11.40	2.21	6.40	9.30	AM	AM	AM	PM	PM	PM	AM	AM
			AM	AM	AM	PM	PM	PM								
			Daily Except Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Mon. Wed. Fri.	Mon. Wed. Fri.
.....	..... Scheduled time	.....	0:25	0:25	1:55	0:19	0:19	1:35	1:45	0:30	2:00	2:05	0:30	2:30	0:40	5:50
.....	.....Average miles an hour.....	.....	48.4	48.4	37.4	63.7	63.7	45.2	40.0	37.2	35.0	33.6	37.2	28.0	27.9	12.0

BLOCK SIGNALS — DOUBLE TRACK

No. 12 stop on signal at Cerro Gordo to receive paying passengers for Chicago.

No. 70 carry passengers.

Following trains meet on double track between Decatur and Tolono.

No. 12 and Nos. 91 and 93.
No. 92 and No. 83.
No. 74 and No. 83.
No. 70 and No. 89.
No. 4 and No. 71.
No. 10 and No. 11.
No. 90 and Nos. 21 and 1.
No. 96 and No. 13.
No. 18 and No. 17.

DECATUR TO ST. LOUIS—13th District

Time Table No. 21

In Effect Apr. 28, 1940

Southward Trains

Distance from Detroit	STATIONS	Cap. passing tracks in 45 ft. cars exclusive of engine and caboose.	FIRST CLASS 17 Midnight Limited Daily	3 St. Louis Limited Daily	11 Banner Blue Daily	41 B. & O. No. 48 Daily Except Sun.	21 Blue Bird Daily	1 St. Louis Special Daily	SECOND CLASS 91 Red Ball Freight Daily	93 Red Ball Freight Daily	99 Red Ball Freight Daily Except Sun.	89 Red Ball Freight Daily	THIRD CLASS 77 Local Freight Mon. Wed. Fri.	
			AM	AM	PM	PM	PM	PM	AM	AM	AM	AM	AM	
375.6	DN DECATUR WC	.....	4.05	5.00	2.41	7.00	7.29	7.42	1.40	2.30	6.00	10.00	7.30	.....
0.9														
376.5	DN MERCER ST.	.....	4.08	5.02	2.43	7.03	7.31	7.44	1.52	2.42	6.05	10.12	7.42	.....
2.7														
379.2	KNIGHTS	....	.....	.....	.....	7.07	.....	.....	1.57	2.47	6.10	10.17	f 7.47	.....
4.7														
383.9	BOODY	N 112	4.19	5.12	2.50	7.19	7.38	7.53	2.04	2.54	$ 6.16	10.24	$ 8.05	.....
5.9														
389.8	D BLUE MOUND	. ...	.....	.....	.....	PM	.....	.....	2.11	3.01	$ 6.26	10.31	$ 8.25	.....
5.5														
395.3	D STONINGTON	.....	4.33	5.23	3.00	.....	7.48	8.03	2.18	3.08	$ 6.36	10.38	$ 8.45	.....
3.9														
399.2	WILLEYS	....	.....	.....	.....	.....	.....	.....	2.23	3.13	f 6.42	10.43	f 9.00	.....
4.8														
404.0	DN TAYLORVILLE W	N 73 S 46	4.45	5.33	3.09	.....	7.56	$ 8.14	2.30	3.21	$ 6.52	10.50	$10.03	.....
5.4														
409.4	CLARKSDALE	....	.....	.....	.....	.....	.....	.....	2.37	3.29	f 7.00	10.57	$10.18	.....
3.0														
412.4	PALMER	....	4.57	.....	.....	.....	.....	.....	2.41	3.34	$ 7.08	11.01	$10.37	.....
3.8														
416.2	D MORRISONVILLE	....	5.02	5.47	3.20	.....	8.06	8.27	2.46	3.40	$ 7.18	11.06	$10.52	.....
6.0														
422.2	D HARVEL	N 62	5.10	.....	.....	.....	.....	.....	2.54	3.50	$ 7.30	11.14	$11.14	.....
3.3														
425.5	D RAYMOND	N 64	5.14	5.56	3.28	.....	8.13	8.36	2.58	3.55	$ 7.40	11.18	$11.45	.....
5.3														
430.8	HONEY BEND	....	5.20	6.02	.....	.....	.....	8.41	3.05	4.03	f 7.50	11.26	f12.00	.....
5.7														
436.5	28 LITCHFIELD W	N 86 S 98	$ 5.31	$ 6.13	3.38	.....	8.23	$ 8.52	3.14	4.12	$ 8.10	11.35	$12.50	.....
8.1														
444.6	MT. OLIVE	....	5.41	6.24	3.46	.....	.....	9.02	3.25	4.26	$ 8.30	11.46	$ 1.10	.....
1.5														
446.1	KARNES WC	.....	.....	.....	.....	.....	.....	.....	3.27	4.29	f 8.34	11.49	1.30	.....
4.2														
450.3	STAUNTON	S 121	5.50	6.30	3.51	.....	8.35	9.08	3.32	4.36	$ 8.42	11.55	PM	.....
1.8														
452.1	DN DECAMP	.....	5.52	.....	.....	.....	.....	.....	3.35	4.39	8.45	11.58	.....	.....
4.1														
456.2	WORDEN	.....	.....	.....	.....	.....	.....	.....	3.41	4.46	$ 8.52	12.04	.....	.....
4.3														
460.5	CARPENTER	.....	6.05	6.42	4.00	.....	8.44	9.18	3.48	4.53	f 9.01	12.10	.....	.....
6.6														
467.1	DN EDWARDSVILLE	N 58	$ 6.15	6.51	4.07	.....	8.50	9.26	4.00	5.05	$10.35	12.20	.....	.....
4.0														
471.1	POAG	....	.....	.....	.....	.....	.....	.....	4.07	5.12	f10.42	12.26	.....	.....
3.9														
475.0	MITCHELL	.....	6.26	7.01	4.14	.....	8.57	9.35	4.14	5.20	f10.50	12.40	.....	.....
2.5														
477.5	NAMEOKI	....	.....	.....	.....	.....	.....	.....	4.20	5.25	f10.58	12.46	.....	.....
3.0														
480.5	DN GRANITE CITY	.....	6.33	7.10	4.20	.....	9.03	9.42	4.30	5.50	f11.05	1.15	.....	.....
3.3														
483.8	DN BROOKLYN WC	.....	Via Merchants Bridge and West Belt	Via Merchants Bridge and West Belt	Via Merchants Bridge and West Belt	.....	Via Merchants Bridge and West Belt	Via Merchants Bridge and West Belt	5.05	6.30	11.20	1.30	.....	.....
1.2														
485.0	BRIDGE JCT.	.....				.....			AM	AM	AM	PM	.....	.....
0.6														
485.6	EAST ST. LOUIS	.....				.....			.....	.....	.....	.....	.....	.....
3.2														
488.8	ST. LOUIS WC	.....	7.25	8.00	5.05	.....	9.45	10.25	.....	.....	.....	.....	.....	.....
			AM	AM	PM		PM	PM						
			Daily	Daily	Daily	Daily Except Sun.	Daily	Daily	Daily	Daily	Daily Except Sun.	Daily	Mon. Wed. Fri.	
.....	..... Scheduled time	.....	3:20	3:00	2:24	0:19	2:16	2:43	3:25	4:00	5:20	3:30	6:00	
.....	.....Average miles an hour.....	.....	36.6	40.7	50.9	26.2	53.9	44.9	31.6	27.0	20.2	30.9	11.7	

	17	3	11		21	1
	AM	AM	PM		PM	PM
Time due Delmar	7.01	7.37	4.47		9.27	10.07

No. 17 stop on signal at Taylorville to unload mail and express, to discharge paying passengers from Chicago or to receive paying passengers for Granite City or St. Louis, at Mt. Olive and Staunton to discharge paying passengers from Chicago and at Granite City to discharge paying passengers from Chicago or Taylorville.

No. 3 stop on signal at Taylorville, Mt. Olive, Staunton, Edwardsville and Granite City to discharge paying passengers from Ft. Wayne and beyond and reduce speed to 30 miles an hour at Taylorville and Morrisonville to discharge U. S. mail.

No. 11 stop on signal at Taylorville to discharge paying passengers from Chicago and to receive paying passengers for St. Louis and at Litchfield, Edwardsville and Granite City to discharge paying passengers from Chicago.

No. 1 stop on signal at Mt. Olive, Staunton, Edwardsville and Granite City to discharge paying passengers from Decatur and beyond.

No. 99 carry passengers.

Time Table No. 21

In Effect Apr. 28, 1940

Northward Trains

Distance from St. Louis	STATIONS	Station Number	FIRST CLASS 18 Midnight Limited Daily	40 B. & O. No. 49 Daily Except Sun.	4 Detroit Special Daily	10 Banner Blue Daily	24 Blue Bird Daily	2 Detroit Limited Daily	SECOND CLASS 92 Red Ball Freight Daily	82 Red Ball Freight Daily	98 Red Ball Freight Daily	96 Red Ball Freight Daily	80 Red Ball Freight Daily	THIRD CLASS 76 Local Freight Tues. Thurs. Sat.
			AM	AM	AM	PM	PM	PM	AM	AM	PM	PM	AM	PM
113.2	DN DECATUR WC	141	3.10	8.30	11.35	2.18	6.37	9.15	4.45	5.30	12.35	7.30	5.20	2.00
0.9														
112.3	DN MERCER ST.	.....	3.06	8.21	11.32	2.15	6.34	9.12	4.30	5.09	12.10	7.15	4.55	1.48
2.7														
109.6	KNIGHTS	266	.....	8.17	.....	.....	.....	.....	4.25	5.04	12.05	7.10	4.50	f 1.43
4.7														
104.9	BOODY	267	2.58	8.10	11.24	2.08	6.27	9.04	4.19	4.56	11.59	7.04	4.40	S 1.30
5.9														
99.0	D BLUE MOUND	269	.....	AM	.....	.....	.....	.....	4.12	4.46	11.51	6.57	4.27	S 1.15
5.5														
93.5	D STONINGTON	271	2.46	.....	11.12	1.58	.....	8.52	4.05	4.37	11.44	6.50	4.15	S12.50
3.9														
89.6	WILLEYS	273	.....	.....	.....	.....	.....	.....	4.00	4.29	11.39	6.45	4.05	f12.25
4.8														
84.8	DN TAYLORVILLE W	275	2.35	.....	S11.02	1.49	6.10	S 8.40	3.53	4.21	11.32	6.38	3.53	S 11.32 / 11.02
5.4														
79.4	CLARKSDALE	277	2.27	.....	10.55	1.43	.....	8.32	3.45	4.11	11.23	6.30	3.21	S10.40
3.0														
76.4	PALMER	279	.....	.....	.....	.....	.....	.....	3.41	4.06	11.19	6.26	3.12	S10.30
3.8														
72.6	D MORRISONVILLE	281	2.21	.....	10.48	1.37	.....	8.26	3.36	4.00	11.14	6.21	3.02	S10.20
6.0														
66.6	D HARVEL	283	2.15	.. ..	10.42	1.32	5.55	8.20	3.28	3.52	11.06	6.13	2.43	S10.00
3.3														
63.3	D RAYMOND	285	....	.....	.....	.....	.....	.....	3.24	3.48	11.02	6.09	2.34	S 9.45
5.3														
58.0	HONEY BEND	287	2.07	.....	10.34	1.24	.....	8.12	3.17	3.41	10.55	6.02	2.20	f 9.30
5.7														
52.3	2S LITCHFIELD W	289	S 1.59	.....	S10.27	1.18	5.42	S 8.04	3.10	3.32	10.47	5.54	2.10	S 9.00
8.1														
44.2	MT. OLIVE	291	1.47	.....	10.16	1.10	.....	7.51	3.00	3.22	10.37	5.44	1.58	S 8.10
1.5														
42.7	KARNES WC	292	1.45	.....	.....	.....	.....	.....	2.58	3.19	10.35	5.42	1.45	8.00
4.2														
38.5	STAUNTON	293	1.41	.....	10.10	1.05	5.30	7.45	2.52	3.13	10.29	5.30	1.02	AM
1.8														
36.7	DN DECAMP	....	.....	.....	.....	.....	.....	.....	2.49	3.10	10.26	5.20	12.58	.....
4.1														
32.6	WORDEN	295	.....	.....	.....	.....	.....	.....	2.44	3.04	10.21	5.15	12.47	.....
4.3														
28.3	CARPENTER	297	1.30	.....	10.00	12.56	.....	7.35	2.38	2.57	10.15	5.09	12.36	.....
6.6														
21.7	DN EDWARDSVILLE	299	1.21	.....	S 9.52	12.50	5.14	7.26	2.29	2.47	10.05	5.00	12.18	.....
4.0														
17.7	POAG	301	.....	.....	.....	.....	.....	.....	2.24	2.41	10.00	4.55	12.02	.....
3.9														
13.8	MITCHELL	303	1.11	.....	9.43	12.43	5.07	7.16	2.19	2.36	9.55	4.50	11.53	.....
2.5														
11.3	NAMEOKI	305	....	.....	.....	.....	.....	.....	2.16	2.32	9.51	4.47	11.47	.....
3.0														
8.3	DN GRANITE CITY	307	1.04	.....	9.36	12.38	5.02	7.09	2.12	2.27	9.46	4.42	11.42	.....
3.3														
5.0	DN BROOKLYN WC	310	Via West Belt and Merchants Bridge	.....	Via West Belt and Merchants Bridge	Via West Belt and Merchants Bridge	Via West Belt and Merchants Bridge	Via West Belt and Merchants Bridge	2.00	2.15	9.30	4.30	11.30	.....
1.2														
3.8	BRIDGE JCT.	.....	.....	.....	.....	.....	.....	.....	AM	AM	AM	PM	PM	.....
0.6														
3.2	EAST ST. LOUIS	311		.....					.....	.....	.....	.....	.....	.....
3.2														
.....	ST. LOUIS WC	601	12.20	.....	8.58	12.00	4.25	6.28	.....	.....	.....	.....	.....	.....
			AM		AM	NOON	PM	PM						
			Daily	Daily Except Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Tues. Thurs. Sat.
.....	..... Scheduled time	.....	2:50	0:20	2:37	2:18	2:12	2:47	2:45	3:15	3:05	3:00	5:50	6:00
.....	.....Average miles an hour.....	.....	43.0	24.9	46.7	53.1	55.5	43.9	39.3	33.3	35.1	36.1	18.5	11.7

	18	4	10	24	2
	AM	AM	PM	PM	PM
Time due Delmar	12:35	9:12	12:13	4.38	6.43

No. 4 stop on signal at Granite City, Staunton and Mt. Olive to receive paying passengers for Decatur and beyond.

No. 10 stop on signal at Granite City, Edwardsville, Litchfield and Taylorville to receive paying passengers for Chicago.

No. 2 stop on signal at Granite City to receive paying passengers for Champaign or for Ft. Wayne and beyond, and stop at Edwardsville daily except Saturday and Sunday to receive passengers and U. S. Mail and on signal on Saturday and Sunday to receive paying passengers for Champaign or for Toledo, Detroit or beyond.

No. 18 stop on signal at Granite City and Edwardsville to receive paying passengers for Chicago, and at Taylorville to discharge paying passengers from St. Louis or receive paying passengers for Chicago.

No. 76 carry passengers.

DECATUR—OUTER DEPOT—10th District

Time Table No. 21

In Effect Apr. 28, 1940

Westward Trains

THIRD CLASS		SECOND CLASS		FIRST CLASS		Distance from Detroit	STATIONS	Station Number	Cap. passing tracks in 45 ft. cars exclusive of engine and caboose.	Eastward Trains: FIRST CLASS		SECOND CLASS			THIRD CLASS	
71	73	89	91		3					2		98	90	82	72	70
Local Freight	Local Freight	Red Ball Freight	Red Ball Freight		Western Express					Eastern Express		Red Ball Freight	Red Ball Freight	Red Ball Freight	Local Freight	Local Freight
Mon. Wed. Fri.	Daily Except Sun.	Daily	Daily		Daily					Daily		Daily	Daily	Daily	Daily Except Sun.	Tues. Thurs. Sat.
	AM	AM	AM		AM					PM		PM	PM	AM	AM	
.....	7.30	10.01	2.45	.....	5.15	375.6	BLK SIGS DBL TRK — DN DECATUR WC	141	.....	8.40	.....	12.30	6.30	5.45	11.20	.....
							0.9									
.....	7.42	10.13	2.57	.....	5.17	376.5	DN MERCER STREET	.....	.....	8.33	.....	12.05	6.14	5.09	11.05	.....
							3.6									
.....	f 7.49	10.19	3.03	.....	5.22	379.9	WYCKLES	143	63	8.28	.....	11.40	6.07	5.01	f10.55	.....
							2.9									
.....	f 7.54	10.23	3.08	.....	f 5.28	382.8	HARRISTOWN	145	63	f 8.24	.....	11.30	6.02	4.56	f10.45	.....
							4.4									
.....	8 8.02	10.31	3.15	.....	f 5.35	387.2	D NIANTIC	147	36	f 8.14	.....	11.15	5.53	4.46	810.31	.....
							3.9									
.....	8 8.10	10.38	3.22	.....	f 5.44	391.1	2S ILLIOPOLIS W	149	97	f 8.07	.....	11.01	5.46	4.40	810.10	.....
							5.7									
.....	f 8.22	10.48	3.32	.....	f 5.54	396.8	LANESVILLE	151	78	f 7.57	.....	10.48	5.35	4.30	f 9.50	.....
							3.2									
.....	f 8.31	10.54	3.38	.....	f 6.00	400.0	BUFFALO	153	....	f 7.52	.....	10.24	5.28	4.24	f 9.40	.....
							2.9									
.....	8 8.40	10.59	3.43	.....	f 6.07	402.9	D DAWSON	155	120	f 7.46	.....	10.16	5.22	4.18	8 9.26	.....
							4.4									
.....	f 8.49	11.08	3.51	.....	f 6.15	407.8	RIVERTON	157	39	f 7.37	.....	10.05	5.13	4.08	f 9.11	.....
							3.9									
.....	9.01	11.15	3.59	.....	6.22	411.2	DN STARNE	158	94	7.30	.....	9.55	5.05	3.59	9.01	.....
							2.8									
.....	.....	.....	.....	.....	.....	....	SPRINGFIELD	....	.....	.....	.....	.....	.....	.....	.....	.....
							6.7									
.....	8 9.40	11.35	4.28	.....	8 6.38	414.7	DN SHOPS WC	159	.....	8 7.11	.....	9.40	4.50	3.38	8 8.45	.....
							2.7									
.....	9.47	11.41	4.34	.....	6.43	417.4	WITS	.....	95	7.06	.....	9.15	4.34	3.05	8.30	.....
							2.7									
.....	f 9.53	11.47	4.40	.....	6.47	420.1	SANGER	163	67	7.03	.....	9.09	4.28	3.00	f 8.22	.....
							2.9									
.....	810.01	11.53	4.47	.....	f 6.53	423.0	D CURRAN	165	93	f 6.59	.....	9.02	4.22	2.55	8 8.15	.....
							4.3									
.....	f10.10	12.01	4.56	.....	f 7.01	427.3	BATES	167	93	f 6.51	.....	8.53	4.14	2.47	f 8.05	.....
							3.3									
.....	810.20	12.07	5.05	.....	8 7.07	430.6	D NEW BERLIN	169	62	8 6.45	.....	8.44	4.08	2.42	8 7.55	.....
							2.6									
.....	f10.26	12.12	5.12	.....	7.13	433.2	ISLAND GROVE	171	53	f 6.41	.....	8.40	4.03	2.37	f 7.46	.....
							4.2									
.....	810.35	12.20	5.21	.....	8 7.22	437.4	D ALEXANDER	173	61	8 6.34	.....	8.32	3.55	2.28	8 7.22	.....
							5.6									
.....	f10.48	12.30	5.32	.....	f 7.32	443.0	ARNOLD	176	61	f 6.26	.....	8.22	3.44	2.18	f 7.07	.....
							4.9									
.....	811.30	12.39	5.47	.....	8 7.48	447.9	DN JACKSONVILLE W	179	73	8 6.16	.....	8.12	3.36	2.08	8 6.55	.....
							5.1									
.....	f11.40	12.49	5.57	.....	f 7.59	453.0	MARKHAM	181	99	f 6.02	.....	7.59	3.27	1.57	f 6.40	.....
							4.9									
.....	811.55	12.59	6.07	.....	8 8.09	457.9	DN CHAPIN	183	72	8 5.54	.....	7.35	3.19	1.46	8 6.30	.....
							4.2									
AM	f12.05	1.08	6.18	.....	8.15	462.1	NEELYS	187	73	5.44	.....	7.25	3.10	1.34	f 6.18	AM
							3.3									
6.40	812.15	1.15	6.28	.....	8 8.27	465.4	DN BLUFFS WC	189	143	8 5.36	.....	7.14	3.02	1.26	6.01	9.59
							3.9									
f 7.03	PM	1.23	6.37	.....	f 8.34	469.8	NAPLES	241	76	f 5.27	.....	7.03	2.55	1.16	AM	f 9.45
							4.5									
8 7.15	.....	1.33	6.52	.....	f 8.44	473.8	D VALLEY CITY W	248	76	f 5.17	.....	6.52	2.40	1.01	.....	8 9.35
							4.9									
8 7.30	.....	1.43	7.12	.....	8 9.10	478.7	2S GRIGGSVILLE	245	77	8 5.08	.....	6.40	2.30	12.51	.....	8 9.10
							3.4									
8 7.40	.....	1.50	7.22	.....	f 9.17	482.1	MAYSVILLE	247	....	f 4.58	.....	6.33	2.23	12.44	.....	8 8.45
							2.6									
f 7.50	.....	1.56	7.31	.....	f 9.24	484.7	NEW SALEM	251	44	f 4.53	.....	6.28	2.18	12.39	.....	f 8.36
							3.9									
8 8.15	.....	2.10	7.44	.....	8 9.34	488.6	DN BAYLIS	253	W101 E 92	8 4.47	.....	6.20	2.10	12.31	.....	8 8.26
							7.8									
8 8.38	.....	2.27	8.06	.....	8 9.48	496.4	2S BARRY	257	99	8 4.28	.....	5.59	1.52	12.12	.....	8 8.06
							3.5									
f 8.48	.....	2.45	8.18	.....	9.56	499.9	MAGNER	258	56	4.17	.....	5.47	1.43	12.01	.....	f 7.55
							3.0									
8 9.01	.....	2.51	8.25	.....	810.02	502.9	D KINDERHOOK W	259	63	8 4.12	.....	5.40	1.37	11.53	.....	8 7.49
							2.8									
8 9.18	.....	2.57	8.32	.....	810.09	505.7	D HULLS	261	92	8 4.06	.....	5.34	1.30	11.48	.....	8 7.39
							8.4									
f 9.35	.....	3.52	8.53	.....	f10.23	514.1	DN EAST HANNIBAL	263	92	f 3.52	.....	5.15	1.14	11.30	.....	f 7.20
							1.6									
8 9.45	.....	4.00	9.05	.....	810.35	515.7	HANNIBAL	265	.....	8 3.47	.....	5.05	1.03	11.20	.....	8 7.11
							2.1									
9.59	.....	4.10	9.50	.....	10.45	517.8	DN OUTER DEPOT WC	265	.....	3.40	.....	4.55	12.55	11.10	.....	7.01
AM		PM	AM		AM					PM		AM	PM	PM		AM
3:19	4:45	6:09	7:05		5:30	.....	..... Scheduled time	.....	.....	5:00		7:35	5:35	6:35	5:19	2:58
15.6	18.9	23.1	20.1		25.8	.....	.....Average miles an hour.....	.....	.....	28.4		18.7	25.4	21.6	16.8	17.6

Nos. 2 and 3 stop on signal at Hadley and Neelys to receive or discharge paying passengers.

Nos. 70, 71, 72 and 73 carry passengers.

Following trains meet on double track between Decatur and Mercer St.
No. 3 and No. 82

Westward FIRST CLASS 3 Mixed Daily	Distance from Detroit	Time Table No. 21 In Effect Apr. 28, 1940 STATIONS			Station Number	Cap. passing tracks in 45 ft. cars exclusive of engine and caboose.	Eastward FIRST CLASS 12 Mixed Daily
AM							PM
8.15	465.4	DN	BLUFFS	WO	189	60	6.50
			6.0				
8 8.35	471.4	D	MEREDOSIA	W	191	16	8 6.20
			4.0				
f 8.47	475.4		PERRY SPRINGS		193		f 6.04
			3.6				
8 8.59	479.0		VERSAILLES		195	14	8 5.49
			3.1				
f 9.08	482.1		GILBIRDS		197		f 5.39
			3.3				
f 9.19	485.4		HERSMAN		199		f 5.29
			2.6				
8 9.47	488.0	D	MT. STERLING	W	201		8 5.20
			6.0				
f10.03	494.0		TIMEWELL		203		f 5.03
			4.9				
810.19	498.9	D	CLAYTON		205	15	8 4.50
			3.8				
f10.30	502.7		BLACKS		221	6	f 4.39
			2.9				
810.42	505.6	DN	GOLDEN		223		8 4.29
			2.9				
f10.51	508.5		CHATTON		225	26	f 4.20
			5.8				
f11.10	514.3	D	BOWEN		227		8 4.06
			4.7				
f11.23	519.0	D	DENVER		229		8 3.53
			3.9				
f11.33	522.9		BENTLEY		231		f 3.40
			5.1				
811.57	528.0	D	CARTHAGE	W	233	10	8 3.25
			5.4				
812.22	533.4	D	ELVASTON		235		8 3.05
			6.5				
812.32	539.9	D	HAMILTON		237		8 2.40
			1.3				
1.30	541.2	DN	KEOKUK	WO	239		2.30
PM							PM
Daily							Daily
5:15			Scheduled time				4:20
14.4			Average miles an hour				17.4

EMPLOYES' HOSPITAL ASSOCIATION

LIST OF HOSPITALS AND SURGEONS

W. E. GOLLINGS, Superintendent, Decatur, Ill.

Decatur Hospital.....Dr. D. A. Pence
Chicago Dispensary .....{Dr. E. L. Arensdorf, Dr. R. S. Westline
Forrest Dispensary .....Dr. O. P. Hamilton
St. Louis Dispensary, 634 North Grand Ave.....{Dr. C. A. White, Dr. V. O. Fish
Springfield Dispensary .....Dr. H. W. Sears

Baylis.....Dr. L. Y. Davis
Bement.....Dr. A. M. Bruner
Bluffs .....Dr. M. Alvarez
Cerro Gordo.....Dr. Jas. G. Lamb
Champaign.....Dr. C. F. Newcomb
Clayton.....Dr. Frank Dodd
Danville .....{Dr. A. E. Dale, Dr. O. H. Crist
East St. Louis.....Dr. Walter Wilhelmj
Edwardsville .....Dr. E. Wahl
Gibson City.....Dr. R. N. Lane
Granite City.....Dr. L. D. Darner
Griggsville.....Dr. Martin A. Reichman
Hammond .....Dr. J. H. McNutt
Hannibal .....Dr. J. C. Chilton
Jacksonville .....Dr. F. A. Norris
Keokuk .....Dr. H. A. Gray
Litchfield .....Dr. G. A. Sihler
Manhattan .....Dr. L. B. Brannon
Monticello .....Dr. C. M. Bumstead
Mt. Olive.....Dr. P. J. O'Farrell
Orland Park.....Dr. S. S. Leavitt
Pittsfield .....Dr. L. S. Lacey
Quincy .....Dr. W. H. Baker
Staunton.....Dr. W. L. McBrien
Stonington.....Dr. F. L. Puckett
Streator.....Dr. G. K. Wilson
Taylorville .....Dr. G. L. Armstrong
Tolono .....Dr. Glen F. Fishel
Venice.....Dr. J. R. Chalfin

LIST OF THROUGH TRUSS AND OTHER NON-CLEARANCE BRIDGES, STRUCTURES AND TUNNELS

Structure or Bridge No.	Location	Overhead clearance from top of rail	Side clearance from track center
1037A	Palos Park	21′ 1″	11′ 11″
1038A	Palos Park	21′ 1″	7′ 3″
1040A	Palos Park	20′ 11″	12′ 4″
1081	Steele	17′ 10″	10′ 0″
Coal Dock	Manhattan	21′ 11″	7′ 5″
1145	Custer Park	21′ 6″	7′ 6″
1149	Custer Park	21′ 3″	7′ 7″
1236	Wing	21′ 8″	7′ 0″
1705	Pontiac	20′ 4″	7′ 0″
Coal Dock	Gibson City	21′ 6″	7′ 8″
1352	Blue Ridge	20′ 6″	8′ 11″
Coal Dock	Bement	22′ 0″	7′ 11″
Coal Dock	Karnes	20′ 6″	8′ 4″
881½	Edwardsville	21′ 1″	8′ 10″
173	Riverton	20′ 6″	7′ 5″
508	Valley City	21′ 0″	7′ 2″
651	Hannibal	19′ 7″	8′ 6″
Tunnel	Hannibal	See Note "A"	
280	Meredosia	17′ 5″	6′ 11″
118	Hamilton	17′ 8″	7′ 6″

Inasmuch as these structures will not clear a man on top of cars or on the side of cars and engines, employes are forbidden to stand on top of, or ride on side ladders of cars, or to hang or lean out from sides of cabooses or engines when approaching or passing through these bridges, structures and tunnels.

Conductors must not, under any circumstances, attempt to handle cars through these bridges, the lading of which is in excess of clearance indicated.

Attention is directed to the fact that the bridges enumerated cover non-clearance bridges only; numerous other bridges and non-clearance points are covered by special notices or signs with which employes are directed to familiarize themselves. Employes are forbidden to stand on top of, or ride on side ladders of cars, or to hang or lean out from sides of cabooses or engines when approaching or passing non-clearance points.

NOTE "A"

CLEARANCE—HANNIBAL—TUNNEL

Overhead Clearance from Top of Rail.	Side Clearance from Track Center for Various Lengths of Cars or Lading.		
	51′ or less	51′ to 75′	75′ to 100′
11′	6′ 0″	6′ 0″	5′ 6″
12′	6′ 0″	6′ 0″	5′ 4″
13′	6′ 0″	6′ 0″	5′ 0″
14′	6′ 0″	5′ 6″	4′ 6″
15′	5′ 6″	4′ 10″	3′ 10″
16′	4′ 8″	3′ 11″	3′ 0″
17′	3′ 4″	2′ 8″	1′ 8″

Cars or lading in excess of above dimensions must not be moved until special examination made by car department and authority to move received from Superintendent.

GENERAL INSTRUCTIONS

The rules of the Transportation Department, (issued in book form) dated June 1, 1922, 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.

The officers of this Company direct that the time table, book of rules, general orders and general notices must be rigidly observed and the claim of customary practice at variance therewith will not be accepted as an excuse for violation.

Eastward or northward trains are superior to westward or southward trains of the same class in accordance with Rule S-72.

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

A train must not leave its initial station on any district, or other stations prescribed by special instructions, without receiving clearance card of proper form. If train dispatcher cannot be reached the operator may issue clearance card, when no orders. Following are initial stations under this rule: Chicago, 47th Street, Ashburn, Forrest, Tilton, East Decatur, Decatur, Karnes, Brooklyn, St. Louis, Outer Depot.

YARD LIMIT RULES S-93 AND D-93 (Revised)

Yard limits are designated by "Yard Limit" boards and under special instructions in time table.

Within yard limits the main track may be used protecting against first class trains. Second and third class and extra trains, including passenger extras, engines or motors, must move within yard limits prepared to stop unless the main track is seen or known to be clear.

First class trains running against the current of traffic on double track must move within yard limits prepared to stop unless the main track is seen or known to be clear.

NOTE TO RULES S-93 AND D-93

Interpretation placed on "seen or known to be clear" is that trains, engines or motors affected will be operated within yard limits to stop within range of vision.

SPEED OF TRAINS

All trains must run at reduced speed whenever regulations or safety require.

All Trains Must Reduce Speed Around Sharp Curves.

All trains will not exceed 10 miles an hour while engine is moving over crossings governed by semi-automatic crossing control plant.

Following is Maximum Speed of Trains.

PASSENGER TRAINS.

6TH, 7TH, 9TH AND 13TH DISTRICTS.

80 miles an hour, or 1 mile in 45 seconds 110-112 pound rail, tangent track.

70 miles an hour, or 1 mile in 51 seconds 90 pound rail, tangent track.

60 miles an hour, or 1 mile in 1 minute with Class M-1 and O-1 engines.

50 miles an hour or 1 mile in 1 minute 12 seconds with engines equipped with single engine truck, except class K-5 and L-1 engines.

35 miles an hour or 1 mile in 1 minute 42 seconds with class K-5 and L-1 engines.

Passenger trains handling freight cars will be governed same as Red Ball Freight Trains.

10TH DISTRICT.

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

35 miles an hour, or 1 mile in 1 minute 42 seconds with class M-1, or engines equipped with single engine truck.

Passenger trains handling freight cars will be governed same as Red Ball Freight Trains.

RED BALL FREIGHT, LOCAL, LIVESTOCK AND MIXED TRAINS OR LIGHT ENGINES AND TRAINS

6TH, 7TH, 9TH AND 13TH DISTRICTS.

50 miles an hour, or 1 mile in 1 minute 12 seconds with class K, M-1 or O-1 engines except class K-5 engines.

35 miles an hour or 1 mile in 1 minute 42 seconds with class K-5 and L-1 engines.

10TH DISTRICT.

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

DEAD FREIGHT TRAINS

ALL DISTRICTS.

30 miles an hour, or 1 mile in 2 minutes.

Freight engines running backward (except when regularly equipped for back-up service) will not exceed 25 miles an hour.

Switch engines will not exceed 20 miles an hour.

BRANCH TRAINS

On the Sullivan, Champaign and Keokuk branches passenger trains will not exceed 35 miles an hour, mixed and local freight trains 25 miles an hour and freight trains 20 miles an hour. On Champaign branch, passenger trains, handled by engines running backward will not exceed 25 miles an hour.

Passenger trains handling freight cars will be governed same as mixed trains.

ENGINES HANDLED IN TRAINS.

Engines will 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 will be moved backward.

The speed of trains hauling dead engines will not exceed 20 miles an hour.

WORK EQUIPMENT HANDLED IN TRAINS.

Speed of trains handling following work equipment will not exceed 25 miles an hour:

American ditcher.
Pile driver.
Rail unloader.
Jordan spreader ditcher.
Scale test car.
Cranes, wrecking or traveling.
Steam shovel and other similar equipment.

Work equipment will be placed in trains next ahead of caboose.

Note: These instructions will not apply to wrecking derricks when they are handled in wreck train service.

SPEED OF DISCONNECTED ENGINES.

Engines, under steam, disconnected on one side, with only main rod taken down, will not exceed 35 miles an hour.

SPECIAL INSTRUCTIONS

6TH DISTRICT.

Clocks indicating standard time are located in the C. & W. I. train dispatchers' office at Chicago, and in the telegraph offices at 47th Street and Forrest.

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

The line between W. I. Junction and Orland Park will be operated as double track in accordance with the rules.

All trains will not exceed 30 miles an hour on both main tracks between Panhandle crossing and curve south of Western Avenue.

Conductors will register at Ashburn, Orland Park and Forrest.

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

At Orland Park, all trains will register by throwing off O. S. slip to operator. All southward trains affected will examine register, unless given clearance on the register by train dispatcher.

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

All trains will not exceed 25 miles an hour through the No. 20 turnout at the end of double track Orland Park, or 15 miles an hour through all other main track turnouts, or 10 miles an hour through all other turnouts.

Yard limits at W. I. Junction-Ashburn are designated by "Yard Limit" boards.

7TH DISTRICT.

Clock indicating standard time is located in the telegraph office at Forrest.

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

All trains will not exceed 15 miles an hour between point of curve 450 feet south of I. T. overhead bridge and junction of 7th and 9th District at Bement.

Conductors will register at Forrest, Lodge and Bement.

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

At Lodge, all trains will register by throwing off O. S. slip to operator. All northward trains affected will examine register, unless given clearance on the register by train dispatcher.

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

All trains will not exceed 35 miles an hour over Illinois Central crossing 1.2 miles north of Strawn.

First class trains will not exceed 60 miles an hour through the No. 20 turnout at the end of double track Lodge, and all trains will not exceed 15 miles an hour through all other main track turnouts or 10 miles an hour through all other turnouts.

STREATOR BRANCH—7TH DISTRICT

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.

All trains will not exceed 20 miles an hour between Fairbury and Mile Post 24, south of Cornell, and will not exceed 15 miles an hour from Mile Post 24, south of Cornell to Streator.

All trains will not exceed 10 miles an hour through all turnouts.

Double-heading is not permitted over Bridge 1705 Pontiac.

Car Dimensions and Gross Weights permissible between Fairbury and Streator.

Overall Lengths	Gross Weights	
Less than 35 feet	155,000 lbs.	No Restrictions
35 to 40 feet	175,000 lbs.	No Restrictions
More than 40 feet	185,000 lbs.	No Restrictions
Any length	190,000 lbs.	Placed between two empties.

Yard Limit Dimmick-Streator (No board at Streator) is designated by "Yard Limit" Board.

SULLIVAN BRANCH—8TH DISTRICT

Conductors will register at Bement.

All trains will receive clearance card (Form 427-A) at Bement and Sullivan.

All trains will not exceed 20 miles an hour from one-half mile south of Lovington to Sullivan.

All trains will not exceed 10 miles an hour through all turnouts.

Car Dimensions and Gross Weights permissible between Bement and Sullivan.

Overall Lengths	Gross Weights	
Less than 35 feet	155,000 lbs.	No Restrictions
35 to 40 feet	175,000 lbs.	No Restrictions
More than 40 feet	185,000 lbs.	No Restrictions
Any length	190,000 lbs.	Placed between two empties

9TH DISTRICT.

Clocks indicating standard time are located in telegraph offices at Tilton, East Decatur, passenger station Decatur, and in enginemen's register room, Decatur round house.

The line between Tolono and Decatur will be operated as double track in accordance with the rules.

All trains will not exceed 25 miles an hour through the No. 20 turnout at west end of the siding at Ryan, end of double track Tolono and through the facing point crossover Bement Depot, or 15 miles an hour through all other main track turnouts, or 10 miles an hour through all other turnouts.

All trains will not exceed 15 miles an hour on curve between junction of 7th and 9th District and north end of curve 450 feet south of I. T. overhead bridge, Bement.

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

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

At Tolono, all trains will register by throwing off O. S. slip to operator. All eastward trains affected will examine register, unless given clearance on the register by train dispatcher.

At Bement, all through trains will register by throwing off O. S. slip to operator. All trains affected will examine register, unless given clearance on the register by train 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.

Yard limits at Tilton and Decatur are designated by "Yard Limit" Boards.

10TH DISTRICT.

Clocks indicating standard time are located in the Telegraph offices at the Passenger Station Decatur, East Decatur, Shops, Bluffs, Baylis, Outer Depot, Quincy and Enginemen's Register Room, Decatur Roundhouse.

Conductors will register at Decatur, Outer Depot and Quincy.

At Decatur, all first class trains will register at passenger station, and freight trains at East Decatur. Westward freight trains will examine register at passenger station, unless given clearance on the register by train dispatcher.

At Outer Depot, all first class trains will register by throwing off O. S. slip to operator. All trains affected will examine register unless given clearance on the register by train dispatcher.

The line between Decatur and Mercer St. will be operated as double track in accordance with the rules.

Trains operating through Mercer Street interlocking will not exceed 20 miles an hour until after the engine or leading car has passed the junction.

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

All trains will come to full stop, not less than 200 feet from draw bridge over Illinois River at Valley City and proceed when signaled by watchman with yellow flag by day and yellow light by night, and will not exceed 10 miles an hour over the bridge.

All trains will not exceed 20 miles an hour on Pittsfield Branch.

Pittsfield branch trains will not foul 10th district main track at Maysville without proper protection.

At Baylis the siding on the south side of the main track west of the station will be used as a westward passing track and the siding on the north side of main track east of the station will be used as an eastward passing track.

All trains will not exceed 25 miles an hour through the No. 20 turnouts at the east end of the westward siding and at the west end of the eastward siding at Baylis, or 15 miles an hour through all other main track turnouts, or 10 miles an hour through all other turnouts.

Westward automatic block signal 513-6 located 3112 feet east of Mississippi River bridge governs track from this signal to Mississippi River bridge. Rule 504 governs movement of trains through this block. All trains in both directions will move through this block under full control expecting to find the main track occupied.

Double-Heading is not permitted over Bridge 651, Mississippi River, Hannibal, with a K-1, K-2, K-3, K-4, K-5 or M-1 engine. Double-Heading is permitted over this bridge with engines lighter than K-1 when one engine is Class F-4 or F-7.

All trains will not exceed 8 miles an hour while any portion of train is on Bridge 651, Mississippi River, Hannibal, or while passing through Tunnel.

All trains will not exceed 25 miles an hour between Outer Depot and Union Depot, Hannibal.

All trains will not exceed 6 miles an hour between Wabash Junction and Quincy.

Wabash trains will be governed by the rules and time table of the C. B. & Q. R. R. between East Hannibal and Wabash Junction.

Yard limits at Decatur, Springfield, Valley City, Baylis, East Hannibal-Hannibal-Outer Depot and Quincy are designated by "Yard Limit" Boards.

Car Dimensions and Gross Weights permissible between Maysville and Pittsfield:

Overall Lengths	Gross Weights	
Less than 35 feet	130,000 lbs.	No Restrictions
35 to 40 feet	145,000 lbs.	No Restrictions
More than 40 feet	155,000 lbs.	No Restrictions
Any length	155,000 lbs.	Placed between two empties.

KEOKUK BRANCH—11TH DISTRICT.

All trains will receive clearance card (Form 441) at Golden.

Clocks indicating standard time are located in the telegraph offices at Bluffs and Union Depot Keokuk.

Conductors will register at Bluffs, Elvaston and Keokuk.

All trains will not exceed 10 miles an hour through all turnouts.

Trains over Bridge 280 over Illinois River at Meredosia will be governed by standard semaphore signals located at east and west end of bridge. Normal position of semaphore signals will be at Stop. Trains will come to a stop clear of semaphore signals and proceed when signals indicate clear at a speed not to exceed 6 miles an hour while any portion of train is on the bridge. Before placing signals in proceed position for train movement bridge watchman must know that draw is properly closed.

Double-heading is not permitted over Bridge 280, Illinois River at Meredosia.

Train and Engine employes are prohibited from handling cars North of the South Line of Main St. Elevator and River track, Meredosia. Also engine movement is prohibited north of the South Line of Main St. by the train and engine crews.

In event it is necessary to move cars that may be North of the South line of Main St. (indicated by clearance sign) Train and Engine crews must hold on to sufficient cars to prevent engine moving north of the south line of Main St. and train crew must be located on the ground in making the move.

Car Dimensions and Gross Weights permissible between Bluffs and Elvaston:

Overall Lengths	Gross Weights	
Less than 35 feet	130,000 lbs.	No Restrictions
35 to 40 feet	140,000 lbs.	No Restrictions
Over 40 feet	155,000 lbs.	No Restrictions
Under 40 feet	155,000 lbs.	Must be between empties
Over 40 feet	160,000 lbs.	Must be between empties and 5 cars back of engine

Wabash trains will be governed by the rules and time table of the T., P. & W. R. R. between Elvaston and Hamilton, of the K. & H. Bridge Co. between Hamilton and Keokuk, and of the C., R. I. & P. R. R. and C. B. & Q. R. R. at Keokuk.

13TH DISTRICT.

Clocks indicating standard time are located in telegraph offices at Union Station St. Louis, Brooklyn, Karnes, passenger station Decatur, East Decatur, and enginemen's register room Decatur round house.

The line between Decatur and Granite City will be operated as double track, in accordance with the rules.

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

Trains operating through Mercer Street interlocking, will not exceed 20 miles an hour until after the engine or leading car has passed the junction.

All trains will not exceed 15 miles an hour through main track turnouts, or 10 miles an hour through all other turnouts.

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

Trains operating via Eads Bridge will be governed by the rules and time-table of the Terminal Railroad Association between Bridge Junction and Union Station, St. Louis. Trains operating via the Merchants Bridge route will be governed by the rules and time-table of the Terminal Railroad Association between Granite City and Union Station, St. Louis. Trains operating via West Belt route will be governed by the rules and time-table of the Terminal Railroad Association between Granite City and Page Avenue Junction and between Grand Avenue tower and Union Station, St. Louis, and by the rules and time-table of the Wabash-Moberly Division between Page Avenue Junction and Grand Avenue tower.

Conductors will register at Decatur, Granite City and Brooklyn.

At Decatur, all first class trains will register at passenger station, freight trains at East Decatur. All southward trains will examine register at passenger station, unless given clearance on the register by train dispatcher.

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

Yard limits at Decatur, Karnes, Mitchell-Granite City and Brooklyn are designated by "Yard Limit" Boards.

RAILROAD CROSSINGS AND JUNCTIONS.

6TH DISTRICT.

W. I. Junction—C. & W. I. Governed by Semaphores of Interlocking System.

Ashland Ave.—Belt. No target. Stop.

Forest Hill—B. & O. C. T. and P. C. C. & St. L. Governed by Semaphores of Interlocking System.

Ashburn—G. T. W. Governed by Signals of Manual—Automatic Interlocking System. No derails.

Chicago Ridge—I. H. B. Governed by Semaphores of Interlocking System.

Orland Park—End of double track. Governed by target of hand thrown switch located at north end of depot platform. All trains will approach this switch under control prepared to stop unless switch is right and the track clear.

Manhattan—C. M. St. P. & P. 0.4 mile south.
Reddick—N. Y. C. 0.5 mile north.
Saunemin—I. C. 1 mile north.
} Governed by Semaphores of Interlocking System.

Forrest—T. P. & W. No target. Stop.

7TH DISTRICT.

Forrest—T. P. & W. No target. Stop.
Strawn—I. C. 1.2 miles north.
Gibson City—I. C. and N. Y. C. & St. L.
Lotus—I. C.
Mansfield—C. C. C. & St. L.
Lodge { I. C. / End of double track.
} Governed by Semaphores of Interlocking System.

Bement—9th District Junction. Normal position of switches for 9th District. 7th District northward and southward trains will approach junction under full control, prepared to stop, unless switches are right and the track is clear.

Northward movements are governed by the bottom arm of the two arm semaphore signal located between coal dock and depot (see 9th District).

Southward movements are governed by **SEMAPHORE SIGNAL** at Junction as follows:

SEMAPHORE ARM HORIZONTAL and RED indication	Stop until authorized to proceed.
SEMAPHORE ARM 45 Degrees and YELLOW indication	Proceed with caution.
SEMAPHORE ARM 90 Degrees and GREEN indication	Proceed.

STREATOR BRANCH—7TH DISTRICT.

Fairbury—Junction of T. P. & W. West end of passing track. Switch set for passing track. Stop.

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

Streator Junction—N. Y. C.
Streator—N. Y. C. 0.5 mile south.
} No target. Stop.

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

SULLIVAN BRANCH—8TH DISTRICT.

Hammond—B. & O. Target diagonal for Wabash trains. Stop.
Lovington—P. C. C. & St. L.
Sullivan—C. & E. I. and I. C.
} No target. Stop.

9TH DISTRICT.

Ryan—C. & E. I. Governed by signals of interlocking system.

Tolono { I. C. / End of double track.
} Governed by Semaphores of Interlocking System.

Bement—7th District Junction. Normal position of switches for 9th District. 7th District northward and 9th District eastward and westward trains will approach junction under full control, prepared to stop, unless switches are right and the track is clear.

Eastward 9th District and Northward 7th District movements are governed by **TWO ARM SEMAPHORE SIGNAL** located between coal dock and depot as follows:

BOTH ARMS HORIZONTAL and RED indication.	Stop until authorized to proceed.
TOP ARM 90 degrees and GREEN indication and BOTTOM ARM HORIZONTAL and RED indication.	Proceed 9th District Eastward main track.
TOP ARM HORIZONTAL and RED indication and BOTTOM ARM 45 degrees and YELLOW indication.	Proceed with caution through facing point crossover. OR Proceed with caution from 9th District Eastward to 7th District Northward Main track.
TOP ARM HORIZONTAL and RED indication and BOTTOM ARM 90 degrees and GREEN indication.	Proceed through Junction switches thence on 7th District Main track.

Westward movements are governed by **TWO UNIT COLOR LIGHT SIGNAL** located 450 feet east of Junction switch as follows:

BOTH units Red.	Stop until authorized to proceed.
TOP unit RED and BOTTOM unit YELLOW.	Proceed with caution through facing point crossover.
TOP unit YELLOW and BOTTOM unit RED.	Proceed with caution regular route.
TOP unit GREEN and BOTTOM unit RED.	Proceed.

Decatur—I. C. Governed by gates. Stop.

10TH DISTRICT.

Decatur—I. C. Governed by gates. Stop.

Mercer Street—13th Dist. Junction. } Governed by Semaphores of Interlocking System.
Starne—I. C. and I. T. }

Springfield—B. & O. 1.5 miles east. Governed by signals of Manual-Automatic Interlocking System. No derails.

Springfield—C. & I. M. 1.2 miles east. } Governed by Semaphores of Interlocking System.

Springfield—I. C. Governed by Automatic Signals. No derails.

Iles—Alton.
Curran—C. S. & St. L. 0.5 mile east. } Governed by Semaphores of Interlocking System.
Jacksonville Junction—Alton and C. B. & Q.

Chapin—C. B. & Q. Governed by Semi-Automatic Crossing Control Plant. No derails.

Bluffs—11th Dist. Jct. West end of passing track. Switch set for 11th Dist. Stop.

Valley City—Illinois River draw bridge, 0.3 miles east. No Target, governed by hand signals from Bridge Tender. Stop.

Maysville—Junction Pittsfield Branch.

Hulls—C. B. & Q. Governed by signals of Manual-Automatic Interlocking System. No derails.

East Hannibal—Junction of C. B. & Q. Switch target red for trains to or from C. B. & Q.

Hannibal—Mississippi River Draw Bridge. } Governed by Semaphores of Interlocking System.
Hannibal—C. B. & Q. west end Mississippi River Bridge.

Hannibal—C. B. & Q. Broadway Street. No Target. Stop.

Hannibal—C. B. & Q. Main St. Governed by Semaphore. Stop.

KEOKUK BRANCH 11TH DISTRICT.

Bluffs—10th Dist. Jct. West end of passing track. Switch set for 11th. Dist. Stop.

Meredosia—Illinois River Draw Bridge. Governed by Semaphore. Stop.

Golden—C. B. & Q. Governed by a Semi-Automatic crossing Control Plant. No derails.

Carthage—C. B. & Q. No Target. Stop.

Elvaston—Junction of T. P. & W. Switch target red for Wabash trains. Stop.

13TH DISTRICT.

Decatur—I. C. Governed by gates. Stop.

Mercer St.—10th Dist. Jct. Governed by Semaphores of Interlocking System.

Boody—Junction of B. & O. No target.

Taylorville—B. & O. 0.6 mile north.
North Litchfield—I. C.
Litchfield—C. C. C. & St. L.
Winston—C. B. & Q.
DeCamp—L. & M. and C. & N. W.
Mitchell—A. & S. 0.5 mile north.
Granite City { End of Double Track. Merchants Bridge Terminal. } Governed by Semaphores of Interlocking System.

Venice—Illinois Terminal Railroad System Crossing. No target. Stop.

Brooklyn—Southern. Stop. 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 the westerly Wabash track, Southern trains may cross.

Bridge Junction—C. C. C. & St. L. Stop. Double arm, upper quadrant semaphore signal. Upper arm in perpendicular position or showing green light by night, indicates PROCEED for trains on C. C. C. & St. L. tracks. Lower arm in perpendicular position or showing green light by night, indicates PROCEED for trains on Wabash track. Horizontal position of arms or red lights by night indicate STOP.

Bridge Junction—N. Y. C. & St. L. Stop. Double arm, upper quadrant semaphore signal-upper arm in perpendicular position or showing green light by night, indicates PROCEED for trains or engines on Wabash Tracks—Lower arm in perpendicular position or showing green light by night, indicates PROCEED for trains on N. Y. C. & St. L. Tracks. Horizontal position of arms or red lights by night, indicates STOP.

Bridge Junction—Terminal Railroad Association—No Target. Stop.

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.

Caldwells, Station No. 461—2 miles north of Lodge; connected north end; capacity, 5 cars.

STREATOR BRANCH—7TH DISTRICT.

Pontiac Stone Co.—2.2 miles north of Pontiac; connected north end; capacity, 19 cars.

Champlin, Station No. 427—2 miles south of Lodemia; connected north end; capacity, 5 cars.

Dimmick—1.6 Miles south of Clay. No siding.

SULLIVAN BRANCH—8TH DISTRICT

Bodman, Station No. 467—3 miles south of Bement; connected north end; capacity, 9 cars.

Voorhies, Station No. 469—3.8 miles south of Bement; connected both ends; capacity, 12 cars.

Lanton, Station No. 472—2.3 miles south of Hammond; connected north end; capacity, 13 cars.

Cushman, Station No. 475—4 miles south of Lovington; connected both ends; capacity, 17 cars.

9TH DISTRICT.

P. C. Co. Mine No. 24—0.2 mile west of Catlin; connected east end; length 3 miles.

Sloan, Station No. 128—On eastward track, 2.7 miles east of Ivesdale; connected east end; capacity, 10 cars.

Piatt, Station No. 130—On westward track, 3.1 miles east of Bement; connected west end; capacity, 24 cars.

10TH DISTRICT

Prairie Switch—1.9 miles west of Starne; connected both ends. Capacity 56 cars.

Iles—Station No. 161—1.8 miles west of Shops; connected both ends. Capacity, 18 cars.

Orleans—Station No. 175—2.1 miles west of Alexander; connected both ends; capacity, 34 cars.

Jacksonville Junction—0.7 miles east of Jacksonville, no siding.

Pittsfield—Station No. 249—6.2 miles south of Maysville.

Hadley—Station No. 255—4 miles west of Baylis. Connected west end. Capacity, 22 cars.

Camery Switch—Station No. 254—1.4 miles east of Magner; connected both ends. Capacity, 31 cars.

Spencer—Station No. 256—3 miles west of Hulls; connected west end. Capacity, 7 cars.

Aladdin—Station No. 261—1.8 miles east of East Hannibal. No siding.

Shepherd—Station No. 262—0.5 miles east of East Hannibal. No siding.

13TH DISTRICT

P. C. Co. Mine No. 58—On southward track, 1 mile south of Taylorville; connected north end; length 1.3 miles.

C. C. Co. Mine No. 15—On southward track, 0.5 mile south of Mt. Olive; connected north end; length 2.7 miles.

C. C. Co. Mine No. 7—On northward track, 2 miles north of Staunton; connected both ends; length 4,285 feet.

C. C. Co. Mine No. 14—On southward track, 1.2 miles north of Staunton; connected north end; length 2 miles.

ADJUSTED TONNAGE RATING

	Brooklyn to Worden				Worden to Forrest Decatur to Mt. Olive				Forrest to Landers				Mt. Olive to Brooklyn				
Car Factor	11				11				11				15				Car Factor
Class	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	Class
L-1	5850	5000	4420	3915	6250	5340	4720	4185	5960	5100	4500	3990	7490	6200	5330	4720	L-1
O-1	5950	5090	4500	3985	5950	5090	4500	3985	5680	4850	4290	3800	8150	6750	5800	5140	O-1
M-1	5830	4990	4400	3905	5830	4990	4400	3905	5570	4760	4205	3730	7490	6200	5330	4720	M-1
K-5	5425	4640	4100	3635	5470	4680	4130	3660	5470	4680	4130	3665	7230	5990	5150	4560	K-5
K 3-4	5125	4380	3870	3435	5480	4685	4140	3670	5240	4480	3955	3510	6910	5720	4920	4355	K 3-4
K-2	4250	3620	3210	2845	4600	3935	3475	3080	4380	3740	3310	2935	5840	4835	4165	3680	K-2
K-1	4250	3620	3210	2845	4600	3935	3475	3080	4380	3740	3310	2935	5400	4470	3845	3400	K-1

	Landers to Brisbane				Brisbane to Decatur				Decatur to Tilton				Tilton to Decatur				
Car Factor	6				7				8				7				Car Factor
Class	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	Class
L-1	3990	3660	3370	3090	4475	4060	3710	3365	5480	4890	4440	3990	4660	4225	3865	3500	L-1
O-1	3720	3415	3140	2880	4575	4150	3800	3440	5110	4565	4140	3720	4440	4030	3680	3340	O-1
M-1	3640	3340	3075	2820	4510	4090	3740	3390	5010	4470	4060	3650	4350	3940	3610	3270	M-1
K-5	3850	3525	3250	2985	4475	4060	3710	3365	.....	.....	.....	.....	.....	.....	.....	.....	K-5
K 3-4 B	.....	.....	.....	.....	.....	.....	.....	.....	5360	4785	4340	3900	4600	4170	3820	3460	K 3-4 B
K 3-4	3500	3220	2960	2710	3940	3570	3270	2960	4810	4300	3900	3500	4100	3720	3400	3080	K 3-4
K 1-2	2990	2745	2530	2320	3370	3055	2800	2530	4070	3635	3300	2960	3490	3165	2900	2625	K 1-2

	Hannibal to Bluffs With K-1 Helper				Hannibal to Bluffs With I-3 Helper				Hannibal to Bluffs No Helper				Springfield and Decatur—Springfield to Bluffs—(Bluffs to Springfield—Helper Bluffs to Chapin)				
Car Factor	3				3				3				7				Car Factor
Class	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	Class
M-1	3890	3740	3550	3410	3660	3510	3350	3210	2400	2310	2200	2100	4600	4170	3820	3460	M-1
K 3-4 B	3600	3445	3280	3170	3375	3240	3075	2975	2110	2015	1925	1860	4490	4070	3730	3380	K 3-4 B
K-5	3350	3220	3050	2930	3130	3000	2850	2740	1860	1790	1700	1620	4180	3790	3470	3150	K-5
K 3-4	3265	3125	2975	2875	3040	2920	2770	2680	1775	1695	1620	1565	4010	3635	3330	3015	K 3-4
K-1	2980	2860	2710	2620	2755	2645	2505	2425	1490	1430	1355	1310	3360	3045	2790	2530	K-1
I-3	2755	2635	2505	2425	2530	2430	2300	2230	1265	1205	1150	1115	2810	2550	2330	2110	I-3
G-1 64"	2625	2520	2390	2310	2400	2300	2180	2110	1135	1090	1030	1000	2620	2380	2170	1970	G-1 64"
F-7	2145	2060	1955	1890	1920	1845	1750	1695	655	630	600	580	1440	1305	1195	1085	F-7

	Bluffs to Hannibal With K-1 Helper				Bluffs to Hannibal With I-3 Helper				Bluffs to Hannibal No Helper				Bluffs to Springfield No Helper				
Car Factor	3				3				3				7				Car Factor
Class	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	Class
M-1	3850	3700	3520	3375	3650	3500	3330	3100	2400	2310	2200	2100	3900	3540	3240	2930	M-1
K 3-4 B	3495	3340	3185	3085	3295	3140	3000	2915	2045	1950	1865	1810	3725	3375	3090	2800	K 3-4 B
K-5	3250	3100	2960	2845	3050	2900	2780	2680	1800	1710	1640	1570	3290	2980	2730	2470	K-5
K 3-4	3170	3035	2885	2790	2970	2850	2700	2620	1720	1645	1565	1515	3155	2860	2620	2370	K 3-4
K-1	2900	2780	2640	2550	2700	2590	2455	2380	1450	1390	1320	1275	2530	2295	2100	1905	K-1
I-3	2700	2580	2455	2380	2500	2400	2270	2210	1250	1190	1135	1105	2140	1940	1775	1610	I-3
G-1 64"	2575	2470	2340	2265	2375	2280	2160	2090	1125	1080	1025	990	1945	1765	1615	1460	G-1 64"
F-7	2090	2005	1910	1845	1890	1815	1725	1665	640	615	590	570	1010	915	840	760	F-7

	Class F-4 Engines				
	Car Factor	Class			
		A	B	C	D
Bluffs to Clayton	4	710	670	630	595
Clayton to Keokuk	5	1010	940	860	805
Keokuk to Elvaston	4	690	650	615	580
Elvaston to Clayton	4	875	820	780	735
Clayton to Bluffs	8	1740	1555	1410	1265

NOTE:—Tonnage for Classes F-7, G-1, I-3, J-1-2 will be as follows on the 6th, 7th, 9th and 13th Districts:

Class F-7 will be given 45% of Class K-1 Rate.
Class I-3 will be given 86% of Class K-1 Rate.
Class J-1-2 will be given 68% of Class K-1 Rate.
Glass G-1, Nos. 2061 to 2090, inc., will be given 75% of Class K-1 Rate.
Class A Rate:—Temperature above 30° F. and not much wind.
Class B Rate:—Temperature between zero and 30° F. or strong head or side wind.
Class C Rate:—Temperature between zero and 30° F. and strong head or side wind or Temperature below zero and not much wind.
Class D Rate:—Temperature below zero and strong head or side wind.

This rating to be adhered to as much as possible. Authority to reduce tonnage for any reason must be secured from trainmaster.

Ratings shown on this table may be increased where grade and other conditions permit.

The adjusted tonnage in any train is determined by multiplying the total number of cars in train by the car factor and adding the result to the actual tons in train.

Conductors will show on all reports the adjusted tons.

When helper engine other than I-3 or K-1 is used between Bluffs and Hannibal, to obtain proper rate, add the rate for the helper engine class to the rate of engine pulling train.