SAFETY ALWAYS

Safety is of the first importance in the discharge of duty.

Obedience to the rules is essential to safety.

Every employe should report promptly to proper person every unsafe condition and practice.

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.
Stop signal.

BRAKES STICKING . . BY DAY.
Hands shoved in sliding motion out from body.
BY NIGHT.
Stop signal.

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

D. E. LEONARD	Superintendent	Decatur, Ill.
C. H. KELLER	Supt. Chicago Terminal Division	Chicago, Ill.
F. T. SCHMIDT	Trainmaster Chicago Terminal Division	Chicago, Ill.
J. F. NELLIS	Supt. St. Louis Terminal Division	St. Louis, Mo.
L. E. HOGAN	Trainmaster St. Louis Terminal Division	St. Louis, Mo.
G. R. COOK	Asst. Trainmaster St. Louis Terminal Division	St. Louis. Mo.
R. J. CRIPE	Trainmaster	Decatur, Ill.
C. R. FOUNTAIN	Trainmaster	Decatur, Ill.
E. W. NIXON	Trainmaster	Decatur, Ill.
G. H. RILEY	Road Foreman of Engines	Decatur, Ill.
J. W. CRAWFORD	Road Foreman of Engines	Decatur, Ill.
P. P. STAATS	Road Foreman of Engines	Decatur, Ill.
J. C. JOHNSON	Chief Train Dispatcher	Decatur, Ill.
B. J. SINGLETON	Night Chief Train Dispatcher	Decatur, Ill.
R. R. LOWARY	Night Chief Train Dispatcher	Decatur, Ill.
O. C. SANDBERG	Relief Chief Train Dispatcher	Decatur, Ill.

Wabash Railroad Company

DECATUR DIVISION

Time-Table No. 38

IN EFFECT

SUNDAY, FEB. 26, 1950

AT 12:01 A. M.

Central Standard Time

38

WABASH SAFETY

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,
Vice President & General Manager.

R. A. MESSMORE,
Assistant General Manager.

C. A. JOHNSTON,
Superintendent Transportation.

D. E. LEONARD,
Superintendent.

HUSTON-PATTERSON CORP., DECATUR, ILL.

CHICAGO TO FORREST—6th District

Time-Table No. 38

In Effect Feb. 26, 1950

Southward Trains

Distance from Chicago	STATIONS			Capacity sidings in 45 ft. cars exclusive of engine and caboose.	FIRST CLASS 11 Banner Blue Daily AM	FIRST CLASS 21 Blue Bird Daily PM	FIRST CLASS 13 Decatur Express Daily Except Sun. PM	FIRST CLASS 17 The Midnight Daily PM	SECOND CLASS 99 Red Ball Freight Daily	SECOND CLASS 93 Red Ball Freight Daily PM	SECOND CLASS 83 Red Ball Freight Daily PM	THIRD CLASS 75 Local Freight Mon. Wed. Fri.
.....	CHICAGO			.....	11.00	4.45	5.40	11.50	.....	PM	PM	.....
4.4												
4.4	DN 47TH STREET			.....	.....	.....	S 5.49	.....	.....	7.00	8.30	.....
2.1												
6.5	ENGLEWOOD			.....	$11.14	4.59	S 5.54	$12.04	.....	.....	.....	.....
1.5												
8.0	W. I. JCT.			.....	11.17	5.02	5.57	12.07	PM	7.20	8.50	AM
2.8												
10.8	LANDERS	WC		.....	.....	.....	S 6.08	.....	12.01	7.25	9.00	8.00
1.4												
12.2	DN ASHBURN			.....	11.22	5.08	S 6.12	12.16	12.06	7.30	9.10	S 8.05
2.6												
14.8	OAK LAWN			.....	.....	.....	S 6.16	.....	.....	.....	.....	S 8.15
1.6												
16.4	DN CHICAGO RIDGE			.....	11.26	5.12	S 6.19	12.21	12.40	7.40	9.26	S 8.20
1.4												
17.8	WORTH			.....	.....	.....	S 6.22	.....	.....	.....	.....	S 8.25
2.1												
19.9	PALOS PARK			.....	.....	.....	S 6.26	.....	12.46	7.48	9.31	S 8.30
3.3												
23.2	DN ORLAND PARK			.....	11.32	5.18	S 6.32	12.28	12.51	7.55	9.40	S 8.38
6.9												
30.1	MARLEY	W		95	11.38	5.24	6.41	12.35	1.22	8.07	9.50	f 8.50
3.5												
33.6	STEELE			.....	.....	.....	.....	.....	.....	.....	.....	.....
1.0												
34.6	DN BRISBANE			105	11.43	5.29	6.46	12.40	1.40	8.17	10.10	S 9.20
5.0												
39.6	DN MANHATTAN	WC		125	11.48	5.34	6.52	12.46	1.55	8.26	10.25	S 9.45
2.4												
42.0	ARSENAL			115	.....	5.36	6.55	12.49	2.00	8.31	10.35	f 9.52
5.0												
47.0	D SYMERTON			84	11.54	5.41	7.00	12.54	2.10	8.41	10.50	$10.08
4.1												
51.1	BALLOU			.....	.....	.....	.....	.....	.....	.....	.....	f10.20
1.8												
52.9	D RITCHIE			69	.....	.....	7.06	.....	2.25	8.52	11.10	$10.27
1.3												
54.2	CUSTER PARK	W		95	12.00	5.47	7.08	1.02	2.30	8.58	11.17	f10.35
5.6												
59.8	ESSEX			N 57 S 72	12.05	5.52	7.14	1.08	2.42	9.09	11.29	$10.50
6.2												
66.0	DN REDDICK			128	12.10	5.57	7.20	1.14	2.53	9.29	11.40	$11.05
4.0												
70.0	CARDIFF			.....	.....	.....	.....	.....	.....	.....	.....	.....
2.2												
72.2	D CAMPUS	W		76	12.15	6.02	7.26	1.20	3.04	9.42	11.50	$11.25
4.4												
76.6	D EMINGTON			125	12.19	6.06	7.30	1.25	3.13	9.50	11.58	$11.35
5.8												
82.4	D SAUNEMIN			112	.....	6.11	7.36	1.30	3.23	9.59	12.12	$11.45
5.0												
87.4	D WING			N 61 S 61	12.31	6.15	7.41	1.35	3.32	10.06	12.25	$11.55
5.0												
92.4	DN FORREST	W		S 78	$12.40	S 6.24	S 7.46	S 1.47	3.48	10.15	12.40	12.05
					PM	PM	PM	AM	PM	PM	AM	PM
					Daily	Daily	Daily Except Sun.	Daily	Daily	Daily	Daily	Mon. Wed. Fri.
.....	.....Scheduled time.....			.....	1:40	1:39	2:06	1:57	3:47	3:15	4:10	4:05
.....	.....Average miles an hour.....			.....	55.4	56.0	44.0	47.3	21.5	27.0	21.1	19.9

AUTOMATIC BLOCK SYSTEM

DOUBLE TRACK

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

No. 11 and No. 182.
No. 21 and No. 10.

No. 21 stop on signal at Englewood to receive revenue passengers for Decatur, Taylorville, Litchfield, Granite City 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 Alpine, 3.3 miles south of Orland Park; and stop at all stations south of Orland Park not covered by other signal stops to receive or discharge revenue passengers.

No. 75 carry passengers.

Time-Table No. 38

In Effect Feb. 26, 1950

Distance from St Louis		STATIONS		Station number	Northward Trains						
					FIRST CLASS				SECOND CLASS		THIRD CLASS
					12	18	24	10	182	90	74
					Chicago Express	The Midnight	Blue Bird	Banner Blue	Red Ball Freight	Red Ball Freight	Local Freight
					Daily Except Sun.	Daily	Daily	Daily	Daily	Daily	Tues. Thurs. Sat.
					AM	AM	PM	PM			
285.7		CHICAGO		501	8.10	7.45	2.05	5.40	PM	AM	.....
		4.4									
281.3	DN	47TH STREET		505	S 7.58	.....	.....	.....	12.30	12.30	.....
		2.1									
279.2		ENGLEWOOD		509	S 7.53	S 7.30	S 1.50	S 5.25	.....	.....	.....
		1.5									
277.7		W. I. JCT.	DOUBLE TRACK	511	7.50	7.26	1.46	5.22	11.40	11.38	AM
		2.8									
274.9		LANDERS	WC	514	S 7.36	.....	.....	.....	11.33	11.23	11.15
		1.4									
273.5	DN	ASHBURN		515	S 7.32	7.10	1.38	5.10	11.30	11.18	S10.50
		2.6									
270.9		OAK LAWN		517	S 7.26	.....	.....	.....	.....	.....	f10.40
		1.6									
269.3	DN	CHICAGO RIDGE		518	S 7.18	7.02	1.34	5.04	11.20	11.08	S10.30
		1.4									
267.9		WORTH		519	S 7.15	.....	.....	.....	.....	.....	S10.15
		2.1									
265.8		PALOS PARK		521	S 7.11	.....	.....	.....	.....	.....	S10.05
		3.3									
262.5	DN	ORLAND PARK		523	S 18 7.05 6.36	6.48	1.28	4.54	10.55	10.57	S 9.55
		6.9									
255.6		MARLEY	W	527	f 6.26	6.36	1.22	4.47	10.40	10.45	f 9.25
		3.5									
252.1		STEELE		530	f 6.21	.....	.....	.....	.....	.....	.....
		1.0									
251.1	DN	BRISBANE		529	f 6.19	6.28	.....	4.42	10.30	10.35	S 9.05
		5.0									
246.1	DN	MANHATTAN	WC	531	S 6.09	6.19	1.13	4.37	10.20	10.25	S 8.45
		2.4									
243.7		ARSENAL		532	f 5.57	.....	.....	.....	10.16	10.17	f 8.33
		5.0									
238.7	D	SYMERTON		533	f 5.47	6.07	1.06	4.31	10.08	10.05	S 8.25
		4.1									
234.6		BALLOU		534	f 5.39	.....	.....	.....	.....	.....	f 8.10
		1.8									
232.8	D	RITCHIE		535	f 5.36	.....	.....	.....	9.57	.....	S 8.05
		1.3									
231.5		CUSTER PARK	W	538	f 5.32	5.56	12.59	4.23	9.54	9.51	f 7.59
		5.6									
225.9		ESSEX		537	f 5.21	5.48	.....	.....	9.47	9.40	S 7.45
		6.2									
219.7	DN	REDDICK		539	f 5.10	5.40	12.49	4.13	9.39	9.29	S 7.30
		4.0									
215.7		CARDIFF		540	.....	.....	.....	.....	.....	.....	.....
		2.2									
213.5	D	CAMPUS	W	541	f 4.59	5.32	.....	4.08	9.31	9.18	S 7.15
		4.4									
209.1	D	EMINGTON		543	f 4.49	5.25	12.40	.....	9.25	9.09	S 6.59
		5.8									
203.3	D	SAUNEMIN		545	f 4.38	5.17	.....	3.59	9.17	8.57	S 6.45
		5.0									
198.3	D	WING		547	f 4.27	5.09	12.31	3.54	9.10	8.45	S 6.30
		5.0									
193.3	DN	FORREST	W	549	S 4.16	S 4.59	12.26	S 3.48	9.00	8.33	6.00
					AM	AM	PM	PM	AM	PM	AM
					Daily Except Sun.	Daily	Daily	Daily	Daily	Daily	Tues. Thurs. Sat.
.....	.....	Scheduled time	.....	.....	3:54	2:46	1:39	1:52	3:30	2:57	5:15
.....	.....	Average miles an hour	.....	.....	23.4	33.3	56.0	49.0	25.1	22.2	15.5

AUTOMATIC BLOCK SYSTEM

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

No. 10 and No. 21.
No. 182 and No. 11.

No. 12 stop on signal at Alpine, 3.3 miles south of Orland Park and 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 revenue passengers from St. Louis or to receive revenue passengers for Chicago and stop on signal at 47th Street to discharge revenue passengers from Orland Park and scheduled stops south thereof.

No. 74 carry passengers.

FORREST TO BEMENT—7th District

Time-Table No. 38

In Effect Feb. 26, 1950

Southward Trains

Distance from Chicago			STATIONS		Capacity sidings in 45 ft. cars exclusive of engine and caboose.	FIRST CLASS 17 The Midnight 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	AM
92.4	AUTOMATIC BLOCK SYSTEM	DN	FORREST	W	N 118	S 1.51	$12.40	S 6.24	S 7.49	1.10	4.45	10.25	7.30
			7.0										
99.4		D	STRAWN		150	2.01	12.48	6.33	8.02	1 30	5.10	10.36	S 7.55
			4.6										
104.0		D	SIBLEY		125	2.06	12.53	6.38	8.12	1.40	5.25	10.45	S 8.31
			4.9										
108.9			GARBER		.....	.....	.....	.....	.....	1.50	5.40	10.55	f 8.42
			3.2										
112.1		DN	GIBSON CITY	WC	118	S 2 15	1.00	6.45	S 8.20	2.15	5 55	11.01	S 9.20
			4.2										
116.3			PROCTOR		.....	.....	.....	.....	.....	.....	.....	.....	f 9.30
			3.9										
120.2		D	FOOSLAND		125	2.29	1.07	6.52	8.37	3.06	6.10	11.16	S 9.40
			3.2										
123.4		D	LOTUS		.....	.....	.....	.....	8.42	.....	.....	.....	S 9.46
			1.7										
125.1			OSMAN		125	2.35	.....	.....	8.47	3.30	6.25	11.25	S 9.50
			2.2										
127.3			BLUE RIDGE		.....	.....	.....	.....	8.52	.....	.....	.....	S 9.56
			3.9										
131.2		DN	MANSFIELD	W	115	2.43	1.16	7.02	8.59	3.56	6.40	11.38	$10.30
			4.9										
136.1			GALESVILLE		.....	.....	.....	.....	9.05	.....	.....	.....	$10.40
			3.2										
139.3		DN	LODGE	DBL TRK	110	2.52	1.23	7.09	9.09	4.40	7.09	11.59	$10.50
			5.7										
145.0		D	MONTICELLO		22	S 3.03	1.29	.....	S 9.17	5.00	7.25	12.10	$11.05
			7.3										
152.3		DN	BEMENT	WC	....	3.12	1.39	7.23	S 9.27	5.30	7.45	12.35	$11.45
						AM	PM	PM	PM	AM	PM	AM	AM
						Daily	Daily	Daily	Daily Except Sun.	Daily	Daily	Daily	Tues. Thurs. Sat.
.....	.....		Scheduled time		.....	1:21	0:59	0:59	1:38	4:20	3:00	2:10	4:15
.....	.....		Average miles an hour		.....	44.3	60.9	60.9	36.6	13.8	19.9	27.6	14.0

No. 11 stop on signal at Monticello to discharge revenue passengers from Chicago or to receive revenue passengers for St. Louis.

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

No. 75 carry passengers.

Following trains meet on double track between Lodge and Bement:

No. 21 and No. 90.
No. 99 and No. 90.
No. 75 and No. 24.

SULLIVAN BRANCH 8th District

Distance from Chicago			Station number
152.3	DN	BEMENT WC	131
		8.5	
160.8	D	HAMMOND	471
		6.2	
167.0	D	LOVINGTON	473
		8.1	
175.1	D	SULLIVAN W	477

STREATOR BRANCH—7th District

Time-Table No. 38

In Effect Feb. 26, 1950

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
2.45	37.0	D	STREATOR	W	411	12.01
			1.8			
2.50	35.2		CLAY		412	11.45
			4.0			
f 3.07	31.2		MANVILLE		413	f11.25
			4.9			
S 3.30	26.3		CORNELL		415	$11.05
			5.0			
f 3.50	21.3		ROWE		417	f10.47
			4.5			
S 4.05	16.8	D	PONTIAC		421	$10.35
			4.0			
f 4.15	12.8		McDOWELL		423	f10.20
			1.8			
f 4.20	11.0		LODEMIA		425	f10.15
			5.4			
S 4.35	5.6	D	FAIRBURY		429	$10.00
			5.6			
5.00	.....	DN	FORREST	W	549	9.45
PM						AM
Daily Except Sun.						Daily Except Sun.
2:15	.....		Scheduled time		.....	2:16
16.4	.....		Average miles an hour		.....	16.3

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

LIST OF THROUGH TRUSS AND OTHER NON-CLEARANCE BRIDGES, STRUCTURES AND TUNNELS — MAIN TRACKS (Cont'd on page 5)

Structure or Bridge No.	Location		
1035	Palos Park		side
1037A	Palos Park	Overhead	
1038A	Palos Park	Overhead	side
1040A	Palos Park	Overhead	
1076	Marley		side
1078	**Steele**		**side**
1081	Steele	Overhead	
1084	Brisbane		side
Coal Station	Manhattan	Overhead	side
1145	Custer Park	Overhead	side
1149	Custer Park	Overhead	side
1166	Essex		side
1236	Wing	Overhead	side
1705	Pontiac	Overhead	side
Coal Station	Gibson City	Overhead	side
1320	Gibson City		side
1326	Proctor		side
1332	Foosland		side
1342	**Lotus**		**side**
1352	Blue Ridge	Overhead	
1393	Lodge		side
1396	Lodge		side

Time-Table No. 38

In Effect Feb. 26, 1950

Northward Trains

Distance from St. Louis		STATIONS		Station number	FIRST CLASS 12 Chicago Express Daily Except Sun. AM	18 The Midnight Daily AM	24 Blue Bird Daily PM	10 Banner Blue Daily PM	SECOND CLASS 182 Red Ball Freight Daily AM	90 Red Ball Freight Daily PM	THIRD CLASS 74 Local Freight Mon. Wed. Fri. AM
193.3	DN	FORREST	W	549	S 4.06	S 4.55	12.26	S 3.48	9.00	8 33	11.50
		7.0									
186.3	D	STRAWN		435	f 3.51	4.43	12.17	3.38	8.38	8.21	S11.20
		4.6									
181.7	D	SIBLEY		439	f 3.42	4.36	12.13	3.34	8.31	8.12	S11.05
		4.9									
176.8		GARBER		441	f 3.33	.....	.....	.....	8.23	.....	f10.50
		3.2									
173.6	DN	GIBSON CITY	WC	443	S 3.25	4.25	12.06	3.26	8.17	7.54	S10.35
		4.2									
169.4		PROCTOR		446	.....	.....	.....	.....	.....	.....	f10.10
		3.9									
165.5	D	FOOSLAND		447	f 3 06	4.13	11.59	3.19	8.05	7.44	S 9.55
		3.2									
162.3	D	LOTUS		449	f 3.00	.....	.....	.....	.....	.....	S 9.40
		1.7									
160.6		OSMAN		451	f 2.56	4.05	.....	.....	7.57	7.37	S 9.30
		2.2									
158.4		BLUE RIDGE		453	f 2.50	.....	.....	.....	.....	.....	S 9.20
		3.9									
154.5	DN	MANSFIELD	W	455	S 2.43	3 56	11.49	3.08	7.47	7.27	S 9.05
		4.9									
149.6		GALESVILLE		457	f 2.38	.....	.....	.....	.....	.....	S 8.50
		3.2									
146 4	DN	LODGE		463	f 2.34	3.45	11.42	3.00	7.35	7.15	S 8.35
		5.7									
140.7	D	MONTICELLO		465	S 2.27	3.37	.....	2.53	7.27	.....	S 8.20
		7.3									
133.4	DN	BEMENT	WC	131	S 2.17	3.25	11.29	2.43	7.15	6.50	S 7.50
					AM	AM	AM	PM	AM	PM	AM
					Daily Except Sun.	Daily	Daily	Daily	Daily	Daily	Mon. Wed. Fri.
.....	.....	Scheduled time	.....	.....	1:49	1:30	0:57	1:05	1:45	1:43	4:00
.....	.....	Average miles an hour	.....	.....	32.9	39.9	63.0	55.2	34.2	34.8	14.9

AUTOMATIC BLOCK SYSTEM — DBL TRK

No. 18 stop on signal at Monticello and Gibson City daily to discharge revenue passengers from St. Louis or to receive revenue passengers for Chicago and stop on Sunday to handle U. S. mail.

No. 10 stop on signal at Monticello to discharge revenue passengers from St. Louis or to receive revenue passengers for Chicago.

No. 74 carry passengers.

Following trains meet on double track between Bement and Lodge:

No. 24 and No. 75.
No. 90 and No. 21.
No. 90 and No. 99.

LIST OF THROUGH TRUSS AND OTHER NON-CLEARANCE BRIDGES, STRUCTURES AND TUNNELS — MAIN TRACKS (Concluded)

Structure or Bridge No.	Location		
1402	Monticello		side
1403	Monticello		side
Coal Station	Bement	Overhead	side
42A	Sidney		side
55	Philo		side
57A	Tolono		side
63	Sadorus		side
70	Ivesdale		side
700A	Decatur		side
721	Boody		side
Coal Station	Karnes	Overhead	side
853½	Worden		side
854½	Worden	Overhead	
868	Carpenter		side
870	Carpenter		side
871	Carpenter		side
873	Carpenter		side
874	Carpenter		side
878	Edwardsville		side
881½	Edwardsville	Overhead	
899½	Brooklyn	Overhead	
173	Riverton	Overhead	side
179	Springfield		side
182	Springfield		side
231A	Jacksonville		side
508	Valley City	Overhead	side
651	Hannibal	Overhead	side
Tunnel	Hannibal	See Note "A"	
279	Meredosia		side
280	Meredosia	Overhead	side
118	Hamilton	Overhead	side

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 trains 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.

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 trains 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.

TILTON TO DECATUR—9th District

Time-Table No. 38

In Effect Feb. 26, 1950

Westward Trains

Distance from Detroit		STATIONS		Capacity sidings in 45 ft. cars exclusive of engine and caboose.	FIRST CLASS 17 The Midnight Daily	3 St. Louis Limited Daily	11 Banner Blue Daily	1 Wabash Cannon Ball Daily	21 Blue Bird 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	.....	3.09	.....	1.12	.....	.....	.....	.....	7.15	.....	11.10	8.00	.....
3.9																	
307.8	D	CATLIN		.....	.....	3.14	.....	.....	.....	.....	.....	.....	7.21	.....	11.17	$ 8 10	.....
5.5																	
313.3		RYAN		155	.....	3.20	.....	1.20	.....	.....	.....	.....	7.31	.....	11.27	8.20	.....
1.4																	
314.7	D	FAIRMOUNT		.....	.....	3.22	.....	.....	.....	.....	.....	.....	7.34	.....	11.29	$ 8.24	.....
6.8																	
321.5	D	HOMER		101	.....	3.29	.....	1.27	.....	.....	.....	.....	7.43	.....	11.39	$ 8.36	.....
6.1																	
327.6	D	SIDNEY	W	131	.....	3.35	.....	1.32	.....	.....	.....	.....	7.52	.....	11.48	$ 8.50	.....
4.6																	
332.2	D	PHILO		60	.....	3.40	.....	.....	.....	.....	.....	.....	7.59	.....	11.55	$ 9.00	.....
5.8																	
338.0	DN	TOLONO		60	.....	$ 3.50	.....	$ 1.44	.....	.....	.....	.....	8.07	.....	12.03	$ 9.15	.....
4.5																	
342.5	D	SADORUS		E 69	.....	3.56	.....	1.49	.....	.....	.....	.....	8.15	.....	12.09	$ 9.25	.....
6.1																	
348.6	D	IVESDALE		E 50	.....	4.02	.....	1.54	.....	.....	.....	.....	8.24	.....	12.17	$ 9.40	.....
6.8																	
					AM		PM		PM	PM	AM	AM		PM			AM
355.4	DN	BEMENT	WC	E 122 W 83	3.12	4.09	1.39	2.00	7.23	$ 9.27	12.35	5.30	8.34	7.45	12.26	$10.15	11.45
4.0																	
359.4		MILMINE		.....	.....	.....	.....	.....	.....	.....	12.42	5.40	8.40	7.55	12.31	$10.45	11.53
4.3																	
363.7	D	CERRO GORDO		E 53	3.21	4.17	1.47	2.08	7.31	9.36	12.48	5.50	8.46	8.05	12.37	$11.20	12.01
4.1																	
367.8		OAKLEY		.....	.....	.....	.....	.....	.....	.....	12.53	5.59	8.52	8.15	12.43	$11.40	12.10
2.8																	
370.6		SANGAMON		.....	3.29	4.24	1.53	2.14	7.37	9.43	12.57	6.05	8.56	8.25	12.47	f12.00	12.15
3.4																	
374.0	DN	EAST DECATUR		.....	.....	.....	.....	.....	.....	.....	1.40	6.25	9.20	8.40	1.10	12.20	12.30
1.6																	
375.6	DN	DECATUR	WC	.....	3.41	4.35	1.59	2.22	7.44	9.50	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	1:26	0.20	1:10	0:21	0:23	1:05	0:55	2:05	0:55	2:00	4:20	0:45
.....		.....Average miles an hour.....		.....	41.7	50.0	60.6	61.4	57.7	52.6	17.1	20.2	33.6	20.2	35.0	16.1	24.8

AUTOMATIC BLOCK SYSTEM — DOUBLE TRACK

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

No. 71 carry passengers.

Following trains meet on double track between Tolono and Decatur:

No. 17 and No. 18.	No. 89 and No. 70.
No. 11 and No. 98.	No. 99 and No. 96.
No. 1 and No. 98.	No. 71 and No. 24.
No. 13 and No. 2.	No. 71 and No. 4.
No. 83 and No. 82.	No. 75 and No. 4.

CHAMPAIGN BRANCH—9th District

Time-Table No. 38

In Effect Feb. 26, 1950

Westward THIRD CLASS 31 Daily Except Sun.	Distance from Sidney		STATIONS		Station number	Eastward THIRD CLASS 32 Daily Except Sun.
AM						PM
9.30	.....	D	SIDNEY	W	121	12.30
3.4						
f 9.45	3.4		DEERS		591	f12.10
2.9						
f 9.57	6.3		MIRA		592	f11.55
3.2						
$10.12	9.5	D	URBANA		552	$11.44
2.0						
10.27	11.5		I. C. JUNCTION		.....	11.32
0.2						
10.30	11.7	D	CHAMPAIGN		553	11.30
AM						AM
1:00	.....		.....Scheduled time.....		.....	1:00
11.7	.....		.....Average miles an hour.....		.....	11.7

ABS

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.

Gross weight permissible between Sidney and Champaign is 200,000 lbs. per car.

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

RAILROAD CROSSINGS AND JUNCTIONS

Urbana—Junction of I. T. C. 0.3 mile east, westward trains stop. Spring switch, normal position I.T.C.

Urbana—P. & E. No Target. Stop.

Champaign—I. C. 0.3 mile east. No derails. Governed by interlocking.

Time-Table No. 38

In Effect Feb. 26, 1950

Eastward Trains

Distance from St. Louis		STATIONS		Station number	FIRST CLASS 12 Chicago Express	18 The Midnight	24 Blue Bird	4 Wabash Cannon Ball	10 Banner Blue	2 Detroit Limited	SECOND CLASS 82 Red Ball Freight	182 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	Mon. Wed. Fri.	Mon. Wed. Fri.
								PM		PM	AM		PM		PM		PM
184.9	AUTOMATIC BLOCK SYSTEM	DN TILTON WC	DOUBLE TRACK	113	.....	.....	.....	1.09	.....	10.44	7.55	.....	3.25	.....	10.30	.....	12.20
3.9																	
181.0		D CATLIN		115	.....	.....	.....	‖ 1.01	.....	.....	7.40	.....	3.08	.....	10.12	.....	$11.40
5.5																	
175.5		RYAN		.....	.....	.....	.....	12.54	.....	10.33	7.31	.....	2.58	.....	10.02	.....	11.15
1.4																	
174.1		D FAIRMOUNT		117	.....	.....	.....	‖12.52	.....	10.31	7.28	.....	2.54	.....	9.59	.....	$11.00
6.8																	
167.3		D HOMER		119	.....	.....	.....	‖12.43	.....	10.24	7.18	.....	2.43	.....	9.49	.....	$10.30
6.1																	
161.2		D SIDNEY W		121	.....	.....	.....	‖12.34	.....	10.18	7.08	.....	2.33	.....	9.39	.....	$10.10
4.6																	
156.6		D PHILO		123	.....	.....	.....	‖12.27	.....	10.13	7.01	.....	2.26	.....	9.30	.....	$ 9.45
5.8																	
150.8		DN TOLONO		125	.....	.....	.....	$12.18	.....	$10.05	6.52	.....	2.17	.....	9.21	.....	$ 9.20
4.5																	
146.3		D SADORUS		127	.....	.....	.....	‖12.06	.....	9.52	6.44	.....	2.09	.....	9.13	.....	$ 8.40
6.1																	
140.2		D IVESDALE		129	.....	.....	.....	‖11.58	.....	9.46	6.35	.....	2.00	.....	9.04	.....	$ 8.20
6.8																	
					AM	AM	AM		PM			AM		PM		AM	
133.4		DN BEMENT WC		131	$ 2.17	3.25	11.29	11.50	2.43	9.39	6.25	7.15	1.50	6.50	8.55	7.50	$ 8.10
4.0																	
129.4		MILMINE		133	.....	.....	.....	.....	.....	.....	6.19	7.08	1.44	6.43	8.49	7.36	$ 7.55
4.3																	
125.1		D CERRO GORDO		135	2.08	3.16	.....	11.43	2.34	9.31	6.13	7.02	1.38	6.37	8.43	7.30	$ 7.48
4.1																	
121.0		OAKLEY		137	.....	.....	.....	.....	.....	.....	6.07	6.57	1.32	6.32	8.37	7.22	$ 7.40
2.8																	
118.2		SANGAMON		139	2.01	3.08	11.16	11.37	2.28	9.23	6.02	6.52	1.27	6.27	8.32	7.17	‖ 7.30
3.4																	
114.8		DN EAST DECATUR		140	.....	.....	.....	.....	.....	.....	5.55	6.45	1.20	6.20	8.25	7.10	7.20
1.6																	
113.2		DN DECATUR WC		141	1.55	3.00	11.10	11.31	2.22	9.15	AM	AM	PM	PM	PM	AM	AM
					AM	AM	AM	AM	PM	PM							
					Daily Except Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Mon. Wed. Fri.	Mon. Wed. Fri.
.....		.....Scheduled time.....		.....	0:22	0:25	0:19	1:38	0:21	1:29	2:00	0:30	2:05	0:30	2:05	0:40	5:00
.....		.....Average miles an hour.....		.....	55.0	48.4	63.7	43.8	57.7	48.3	35.0	37.2	33.6	37.2	33.6	27.9	14.0

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

No. 70 carry passengers.

Following trains meet on double track between Decatur and Tolono:

No. 18 and No. 17. No. 2 and No. 13. No. 98 and No. 1.
No. 24 and No. 71. No. 82 and No. 83. No. 96 and No. 99.
No. 4 and No. 71. No. 98 and No. 11. No. 70 and No. 89.
No. 4 and No. 75.

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. G. G. Seitman
St. Louis dispensary, 634 North Grand Ave.....Dr. C. A. White, Dr. V. O. Fish
Springfield dispensary.....Dr. H. W. Sears

Bement.....**Dr. Wm. M. Scott**
Bluffs.....Dr. O. H. Berry
Carthage.....Dr. J. D. Trotter
Catlin.....Dr. Fritz Koenig
Cerro Gordo.....Dr. Jas. G. Lamb
Champaign.....Dr. G. Calvin Williamson
Clayton.....Dr. Robert L. Tourney
Danville.....Dr. Donald C. Good & Dr. A. E. Dale
East St. Louis.....Dr. C. C. Kane
Edwardsville.....Dr. E. Wahl
Gibson City.....Dr. R. N. Lane
Granite City.....**Dr. Leo L. Grzesk**
Griggsville.....Dr. P. N. Chaisson
Hannibal.....Dr. B. L. Murphy
Homer.....Dr. J. E. Walton
Jacksonville.....Dr. F. A. Norris
Keokuk.....Dr. F. L. DeWees
Kinderhook.....Dr. P. H. Dechow
Litchfield.....Dr. C. H. Sihler
Manhattan.....Dr. L. B. Brannon
Monticello.....Dr. A. D. Furry
Morrisonville.....Dr. C. H. MacPherson
Mt. Olive.....Dr. Frank B. Warner
Mt. Sterling.....Dr. R. C. McGann
New Berlin.....Dr. T. R. Maxwell
Orland Park.....**Dr. S. S. Leavitt**
Philo.....**Dr. R. J. Brennan**
Pittsfield.....Dr. M. Schulman
Pontiac.....Dr. H. L. Parkhill
Quincy.....**Dr. J. F. Merritt**
Raymond.....**Dr. J. B. Liston**
Saunemin.....**Dr. Leo T. Digal**
Sidney.....Dr. H. Curtis Bowser
Staunton.....Dr. Arthur C. Goff
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

DECATUR TO ST. LOUIS—13th District

Time-Table No. 38

In Effect Feb. 26, 1950

Southward Trains

Distance from Detroit		STATIONS		Capacity sidings in 45 ft. cars exclusive of engine and caboose.		FIRST CLASS					SECOND CLASS				THIRD CLASS
						17	3	11	1	21	91	93	99	89	77
						The Midnight	St. Louis Limited	Banner Blue	Wabash Cannon Ball	Blue Bird	Red Ball Freight	Red Ball Freight	Red Ball Freight	Red Ball Freight	Local Freight
						Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sun.	Daily	Mon. Wed. Fri.
						AM	AM	PM	PM	PM	AM	AM	AM	AM	AM
375.6	AUTOMATIC BLOCK SYSTEM	DN DECATUR WC	DOUBLE TRACK	.....		3.51	4.45	2.04	2.27	7.47	1.40	2.30	6.00	10.00	7.30
0.9															
376.5		DN MERCER ST.		.....		3.54	4.48	2.06	2.29	7.49	1.52	2.42	6.05	10.12	7.42
2.7															
379.2		KNIGHTS		.....		.....	.....	.....	.....	.....	1.57	2.47	6.10	10.17	f 7.47
4.7															
383.9		BOODY		N 111		4.03	4.57	2.13	2.36	7.56	2.04	2.54	S 6.16	10.24	S 8.05
5.9															
389.8		D BLUE MOUND		.....		.....	.....	.....	.....	.....	2.12	3.02	S 6.26	10.32	S 8.25
5.5															
395.3		D STONINGTON		.....		4.15	5.08	2.23	2.46	8.06	2.19	3.09	S 6.36	10.39	S 8.45
3.9															
399.2		WILLEYS		.....		.....	.....	.....	.....	.....	2.24	3.14	f 6.42	10.44	f 9.00
4.8															
404.0		DN TAYLORVILLE W		N 72 S 46		S 4.32	5.18	2.31	S 2.55	8.15	2.30	3.21	S 6.52	10.50	S10.03
5.4															
409.4		CLARKSDALE		.....		.....	.....	.....	.....	.....	2.37	3.29	f 7.00	10.57	f10.18
3.0															
412.4		PALMER		.....		4.45	.....	.....	.....	.....	2.41	3.34	S 7.08	11.01	S10.37
3.8															
416.2		D MORRISONVILLE		.....		4.50	5.31	2.44	3.08	8.26	2.46	3.40	S 7.18	11.06	S10.52
6.0															
422.2		D HARVEL		N 61		4.58	.....	.....	.....	.....	2.54	3.50	S 7.30	**11.14**	S**11.14**
3.3															
425.5		RAYMOND		N 63		5.02	5.41	2.52	3.16	8.34	2.58	3.55	S 7.40	11.18	S11.45
5.3															
430.8		HONEY BEND		.....		5.08	5.47	.....	.....	.....	3.05	4.03	f 7.50	11.26	f12.00
5.7															
436.5		28 LITCHFIELD W		N 87 S 97		S 5.20	S 6.01	3.03	S 3.27	8.44	3.14	4.12	S 8.10	11.35	S12.50
8.1															
444.6		MT. OLIVE		.....		5.32	6.13	3.12	f 3.37	.....	3.25	4.26	S 8.30	11.46	S 1.10
1.5															
446.1		28 KARNES WC		.....		.....	.....	.....	.....	.....	3.27	4.29	f 8.34	11.49	1.30
4.2															
450.3		STAUNTON		S 122		5.40	6.21	3.18	3.43	8.57	3.33	4.36	S 8.42	11.55	PM
1.8															
452.1		DN DECAMP		.....		5.47	.....	.....	.....	.....	3.36	4.39	8.45	11.58	.....
4.1															
456.2		WORDEN		.....		.....	.....	.....	.....	.....	3.42	4.46	S 8.52	12.04	.....
4.3															
460.5		CARPENTER		.....		6.02	6.33	3.27	3.52	9.06	3.49	4.53	f 9.01	12.10	.....
6.6															
467.1		DN EDWARDSVILLE W		N 51		S 6.14	6.43	3.33	4.01	9.12	4.00	5.05	S10.35	12.20	.....
4.0															
471.1		POAG		.....		.....	.....	.....	.....	.....	4.07	5.12	f10.42	12.26	.....
3.9															
475.0		MITCHELL		.....		6.27	6.53	3.40	4.09	9.19	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		.....		f 6.38	7.03	3.45	4.15	9.26	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		.....		7.30	7.55	4.35	5.05	10.10	.....	.....	.....	.....	.....
						AM	AM	PM	PM	PM					
						Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sun.	Daily	Mon. Wed. Fri.
.....	.....	Scheduled time	.....	.....		3:39	3:10	2:31	2:38	2:23	3:25	4:00	5:20	3:30	6:00
.....	.....	Average miles an hour	.....	.....		33.4	38.5	48.4	46.3	51.1	31.6	27.0	20.2	30.9	11.7

Time due Delmar	17	3	11	1	21
	AM	AM	PM	PM	PM
	7.06	7.30	4.11	4.41	9.52

No. 17 stop on signal at Mt. Olive and Staunton to discharge revenue passengers from Chicago.

No. 3 stop on signal at Taylorville, Mt. Olive and Staunton to discharge revenue passengers from Ft. Wayne or scheduled stops east thereof; at Edwardsville to discharge revenue passengers from Lafayette or scheduled stops east thereof; at Granite City to discharge revenue passengers from Decatur and scheduled stops east thereof, and reduce speed to 30 miles an hour at Taylorville and Morrisonville to discharge U. S. Mail.

No. 11 stop on signal at Taylorville and Litchfield to discharge revenue passengers from Chicago.

No. 21 stop on signal at Taylorville, Litchfield, and Granite City to discharge revenue passengers from Englewood and Chicago, and stop at Taylorville to receive revenue passengers for St. Louis.

No. 1 stop on signal at Edwardsville and Granite City to discharge revenue passengers.

No. 99 carry passengers.

Time-Table No. 38

In Effect Feb. 26, 1950

Northward Trains

Distance from St. Louis	STATIONS	Station number	FIRST CLASS 24 Blue Bird Daily	4 Wabash Cannon Ball Daily	10 Banner Blue Daily	2 Detroit Limited Daily	18 The Midnight Daily	SECOND CLASS 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	PM	PM	AM	AM	PM	PM	AM	PM
113.2	DN DECATUR WC	141	11.07	11.26	2.17	8.55	2.46	5.05	12.35	7.30	4.50	2.00
	0.9											
112.3	DN MERCER ST.	.....	11.04	11.23	2.14	8.52	2.43	4.37	12.15	7.08	4.23	1.48
	2.7											
109.6	KNIGHTS	266	.....	.....	.....	.....	.....	4.32	12.10	7.03	4.18	f 1.43
	4.7											
104.9	BOODY	267	10.57	11.15	2.07	8.44	2.35	4.25	12.02	6.56	4.08	S 1.30
	5.9											
99.0	D BLUE MOUND	269	.....	.....	.....	.....	.....	4.17	11.53	6.48	3.58	S 1.15
	5.5											
93.5	D STONINGTON	271	.....	11.04	1.57	8.33	2.22	4.09	11.45	6.40	3.48	S12.50
	3.9											
89.6	WILLEYS	273	.....	.....	.....	.....	.....	4.04	11.40	6.34	3.40	f12.25
	4.8											
84.8	DN TAYLORVILLE W	275	10.39	S10.55	1.49	S 8.23	S 2.11	3.57	11.33	6.27	3.28	24 4 98 S12.15 10.25
	5.4											
79.4	CLARKSDALE	277	.....	.....	.....	8.14	1.58	3.50	11.26	6.20	3.08	f10.15
	3.0											
76.4	PALMER	279	10.31	.....	1.41	.....	.....	3.46	11.22	6.16	3.03	S10.06
	3.8											
72.6	D MORRISONVILLE	281	.....	10.41	.....	8.08	1.52	3.41	11.17	6.11	2.55	S 9.54
	6.0											
66.6	D HARVEL	283	10.23	10.36	1.33	8.03	1.46	3.33	11.09	6.03	2.43	S 9.39
	3.3											
63.3	RAYMOND	285	.....	.....	.....	.....	.....	3.28	11.04	5.58	2.34	S 9.30
	5.3											
58.0	HONEY BEND	287	10.16	10.29	.....	7.55	1.38	3.21	10.57	5.50	2.20	f 9.15
	5.7											
52.3	2S LITCHFIELD W	289	10.10	S10.23	1.19	S 7.48	S 1.30	3.13	10.49	5.41	2.10	S 8.50
	8.1											
44.2	MT. OLIVE	291	10.03	10.13	1.10	7.35	1.16	3.02	10.38	5.30	1.55	S 8.10
	1.5											
42.7	2S KARNES WC	292	.....	.....	.....	.....	1.14	2.59	10.35	5.27	1.45	8.00
	4.2											
38.5	STAUNTON	293	9.58	10.08	1.05	7.30	1.08	2.53	10.28	5.21	1.15	AM
	1.8											
36.7	DN DECAMP	.....	.....	.....	.....	.....	.....	2.50	10.25	5.18	1.10	.....
	4.1											
32.6	WORDEN	295	.....	.....	.....	.....	1.00	2.44	10.19	5.13	1.00	.....
	4.3											
28.3	CARPENTER	297	.....	9.59	.....	7.21	12.55	2.38	10.12	5.07	12.35	.....
	6.6											
21.7	DN EDWARDSVILLE W	299	9.44	S 9.52	12.50	S 7.13	12.47	2.28	10.01	4.58	12.20	.....
	4.0											
17.7	POAG	301	.....	.....	.....	.....	.....	2.23	9.56	4.53	12.05	.....
	3.9											
13.8	MITCHELL	303	9.37	9.43	12.42	7.03	12.35	2.18	9.51	4.48	11.55	.....
	2.5											
11.3	NAMEOKI	305	.....	.....	.....	.....	.....	2.14	9.47	4.44	11.49	.....
	3.0											
8.3	DN GRANITE CITY	307	9.32	9.37	12.37	6.56	12.27	2.10	9.43	4.40	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	9.30	4.30	11.30	.....
	1.2											
3.8	BRIDGE JCT.	.....						AM	AM	PM	PM	.....
	0.6											
3.2	EAST ST. LOUIS	311						.....	.....	.....	.....	.....
	3.2											
.....	ST. LOUIS WC	601	8.55	9.00	12.00	6.15	11.45	.....	.....	.....	.....	.....
			AM	AM	NOON	PM	PM					
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Tues. Thurs. Sat.
.....	.....Scheduled time.....	.....	2:12	2:26	2:17	2:40	3:01	3:05	3:05	3:00	5:20	6:00
.....	.....Average miles an hour.....	.....	55.4	50.1	53.4	45.7	40.4	35.0	35.0	36.0	20.2	11.7

	24	4	10	2	18
	AM	AM	PM	PM	PM
Time due Delmar	9.08	9.13	12.13	6.30	11.59

AUTOMATIC BLOCK SYSTEM — DOUBLE TRACK

No. 4 stop on signal at Granite City to receive revenue passengers for scheduled stops.

No. 10 stop on signal at Granite City, Edwardsville, Litchfield and Taylorville to receive revenue passengers for Chicago, and at Litchfield and Taylorville to discharge revenue passengers from St. Louis.

No. 24 stop on signal at Granite City and Taylorville to receive revenue passengers for Chicago.

No. 2 stop on signal at Granite City to receive revenue passengers for Decatur and scheduled stops east thereof.

No. 18 stop on signal at Granite City and Edwardsville to receive revenue passengers for Chicago.

No. 76 carry passengers.

DECATUR—OUTER DEPOT—10th District

Time-Table No. 38

In Effect Feb. 26, 1950

Westward Trains					Distance from Detroit		STATIONS			Station number	Capacity sidings in 45 ft. cars exclusive of engine and caboose.	Eastward Trains				
THIRD CLASS			SECOND CLASS									SECOND CLASS			THIRD CLASS	
71	67	73	89	91								98	90	82	72	70
Local Freight	Freight	Local Freight	Red Ball Freight	Red Ball Freight								Red Ball Freight	Red Ball Freight	Red Ball Freight	Local Freight	Local Freight
Tues. Thurs. Sat.	Daily	Mon. Wed. Fri.	Daily	Daily								Daily	Daily	Daily	Tues. Thurs. Sat.	Mon. Wed. Fri.
	PM	AM	AM	AM								PM	PM	AM	AM	
.....	3.30	6.30	10.01	2.45	375.6	ABS	DN	DECATUR	WC DBL TRK	141	.....	12.30	5.50	4.30	11.20	.....
								0.9								
.....	3.40	6.40	10.13	2.57	376.5	ABS	DN	MERCER STREET	DBL TRK	.....	.....	12.05	5.25	3.45	11.05	.....
								6.3								
.....	.....	f 6.58	.....	.....	382.8			HARRISTOWN		145	99	.....	.....	.....	f10.45	.....
								4.4								
.....	.....	S 7.08	.....	.....	387.2		D	NIANTIC		147	.....	.....	.....	.....	S10.31	.....
								3.9								
.....	.....	S 7.20	.....	.....	391.1	MBRC	D	ILLIOPOLIS	W	149	130	.....	.....	.....	S10.10	.....
								5.7								
.....	.....	f 7.35	.....	.....	396.8	MBRC		LANESVILLE		151	.....	.....	.....	.....	f 9.50	.....
								3.2								
.....	.....	f 7.45	.....	.....	400.0	MBRC		BUFFALO		153	.....	.....	.....	.....	f 9.40	.....
								2.9								
.....	.....	S 7.55	.....	.....	402.9	MBRC	D	DAWSON		155	111	.....	.....	.....	S 9.26	.....
								4.4								
.....	.....	f 8.05	.....	.....	407.3	MBRC		RIVERTON		157	.....	.....	.....	.....	f 9.11	.....
								3.9								
.....	4.54	8.15	11.15	3.59	411.2	MBRC	DN	STARNE		158	99	9.52	4.24	2.38	9.04	.....
								2.8								
.....	.....	.....	.....	.....	.....			SPRINGFIELD		159	.....	.....	.....	.....	.....	.....
								0.7								
.....	5.23	S 8.35	11.35	4.28	414.7		DN	SHOPS	WC	159	.....	9.35	4.07	2.21	S 8.50	.....
								1.5								
.....	5.27	8.39	11.39	4.32	416.2	MBRC	DN	ILES		.....	124	9.15	3.57	2.06	8.40	.....
								3.9								
.....	.....	f 8.49	.....	.....	420.1	MBRC		SANGER		163	....	.....	.....	.....	f 8.22	.....
								2.9								
.....	.....	S 8.59	.....	.....	423.0	MBRC	D	CURRAN		165	125	.....	.....	.....	S 8.15	.....
								4.3								
.....	.....	f 9.13	.....	.....	427.3	MBRC		BATES		167	86	.....	.....	.....	f 8.05	.....
								3.3								
.....	.....	S 9.30	.....	.....	430.6	MBRC	D	NEW BERLIN		169	126	.....	.....	.....	S 7.55	.....
								2.6								
.....	.....	.....	.....	.....	433.2	MBRC		ISLAND GROVE		171	....	.....	.....	.....	.....	.....
								4.2								
.....	.....	S 9.56	.....	.....	437.4	MBRC	D	ALEXANDER		173	104	.....	.....	.....	S 7.38	.....
								5.6								
.....	.....	f10.14	.....	.....	443.0	MBRC		ARNOLD		176	121	.....	.....	.....	f 7.25	.....
								4.9								
.....	6.32	S11.05	12.39	5.47	447.9	MBRC	DN	JACKSONVILLE	W	179	73	8.01	3.11	1.16	S 7.15	.....
								5.1								
.....	6.42	f11.18	12.49	5.57	453.0	MBRC		MARKHAM		181	98	7.52	3.03	1.08	f 6.59	.....
								4.9								
.....	6.52	S11.33	12.59	6.07	457.9	MBRC	DN	CHAPIN		183	125	7.42	2.53	12.58	S 6.50	.....
								4.2								
AM	.....	.....	1.07	6.18	462.1	AUTOMATIC BLOCK SYSTEM		NEELYS		187	.....	7.25	2.39	12.44	.....	AM
								3.3								
6.40	7.13	12.01	1.15	6.28	465.4	AUTOMATIC BLOCK SYSTEM	DN	BLUFFS	WC	189	142	7.14	2.30	12.35	6.30	9.59
								3.9								
f 7.03	7.22	PM	1.23	6.37	469.3	AUTOMATIC BLOCK SYSTEM		NAPLES		241	75	7.03	2.22	12.27	AM	f 9.35
								4.5								
S 7.15	7.37	.....	1.33	6.52	473.8	AUTOMATIC BLOCK SYSTEM	D	VALLEY CITY	W	243	72	6.52	2.08	12.13	.....	S 9.25
								4.9								
S 7.30	7.57	.....	1.56	7.12	478.7	AUTOMATIC BLOCK SYSTEM	D	GRIGGSVILLE		245	75	6.40	1.56	12.01	.....	S 9.00
								3.4								
S 7.40	8.07	.....	2.03	7.22	482.1	AUTOMATIC BLOCK SYSTEM		MAYSVILLE		247	....	6.33	1.49	11.54	.....	S 8.45
								2.6								
f 7.50	8.16	.....	2.09	7.31	484.7	AUTOMATIC BLOCK SYSTEM		NEW SALEM		251	....	6.28	1.43	11.48	.....	f 8.36
								3.9								
S 8.15	8.29	.....	2.21	7.44	488.6	AUTOMATIC BLOCK SYSTEM	DN	BAYLIS		253	W 99 E 91	6.20	1.36	11.40	.....	S 8.26
								7.8								
S 8.38	8.55	.....	2.36	8.10	496.4	AUTOMATIC BLOCK SYSTEM	D	BARRY		257	97	5.59	1.21	11.23	.....	S 8.10
								3.5								
f 8.48	9.03	.....	2.46	8.18	499.9	AUTOMATIC BLOCK SYSTEM		MAGNER		258	55	5.47	1.12	11.13	.....	f 7.51
								3.0								
S 9.01	9.10	.....	2.52	8.25	502.9	AUTOMATIC BLOCK SYSTEM	D	KINDERHOOK	W	259	61	5.40	1.07	11.08	.....	S 7.45
								2.8								
S 9.18	9.17	.....	2.57	8.32	505.7	AUTOMATIC BLOCK SYSTEM	D	HULLS		261	125	5.30	1.00	11.01	.....	S 7.37
								8.4								
f 9.35	9.38	.....	3.14	8.53	514.1	AUTOMATIC BLOCK SYSTEM		EAST HANNIBAL		263	91	5.14	12.47	10.48	.....	f 7.19
								0.3								
9.37	9.40	.....	3.16	8.55	514.4	AUTOMATIC BLOCK SYSTEM	DN	BRIDGE		.....	.....	5.11	12.45	10.46	.....	7.16
								1.3								
S 9.45	9.50	.....	3.22	9.05	515.7	AUTOMATIC BLOCK SYSTEM		HANNIBAL		265	.....	5.05	12.38	10.38	.....	S 7.11
								2.1								
9.59	10.10	.....	4.10	9.50	517.8	AUTOMATIC BLOCK SYSTEM	DN	OUTER DEPOT	WC	265	....	4.55	12.30	10.30	.....	7.01
AM	PM		PM	AM								AM	PM	PM		AM
3:19	6:40	5:31	6:09	7:05	.....		..... Scheduled time			.....	.....	7:35	5:20	6:00	4.50	2:58
15.7	21.3	16.2	23.1	20.0	.....		..... Average miles an hour			.....	.....	18.7	26.6	23.7	18.5	17.6

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

Westward THIRD CLASS 3 Local Freight Daily	Distance from Detroit	Time-Table No. 38 In Effect Feb. 26, 1950 STATIONS	Station number	Capacity sidings in 45 ft. cars exclusive of engine and caboose.	Eastward THIRD CLASS 12 Local Freight Daily
AM					PM
8.15	465.4	DN BLUFFS WC	189	143	6.50
		6.0			
S 8.35	471.4	D MEREDOSIA W	191	16	S 6.20
		4.0			
f 8.47	475.4	PERRY SPRINGS	193	.....	f 6.04
		3.6			
S 8.59	479.0	VERSAILLES	195	14	S 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			
S 9.47	488.0	D MT. STERLING W	201	.....	S 5.20
		6.0			
f10.03	494.0	TIMEWELL	203	.....	f 5.03
		4.9			
S10.19	498.9	D CLAYTON	205	15	S 4.50
		3.8			
f10.30	502.7	BLACKS	221	6	f 4.39
		2.9			
S10.42	505.6	DN GOLDEN	223	.....	S 4.29
		2.9			
f10.51	508.5	CHATTON	225	26	f 4.20
		5.8			
f11.10	514.3	D BOWEN	227	.....	S 4.06
		4.7			
f11.23	519.0	D DENVER	229	.....	S 3.53
		3.9			
f11.33	522.9	BENTLEY	231	.....	f 3.40
		5.1			
S11.57	528.0	D CARTHAGE W	233	10	S 3.25
		5.4			
S12.22	533.4	D ELVASTON	235	.....	S 3.05
		6.5			
S12.32	539.9	D HAMILTON	237	.....	S 2.40
		1.3			
1.30	541.2	DN KEOKUK WC	239	.....	2.30
PM					PM
Daily					Daily
5:15	.....	.....Scheduled time.....	.....	.....	4:20
14.4	.....	..Average miles an hour....	.....	.....	17.4

Nos. 3 and 12 carry passengers

SPECIAL INSTRUCTIONS

The rules and regulations of the Transportation Department, (issued in book form) dated January 1, 1941, will govern the rights of trains on this time-table, except as amended or superseded by the following. Every employe whose duties are in any way prescribed by the rules must always have a copy of them at hand.

The officers of this company direct that the time-table, book of rules, general orders and bulletin orders 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.

Trainmasters 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.

Note carefully that important changes have been made.

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

SPEED OF TRAINS

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

All trains must reduce speed around sharp curves. Following is maximum speed of trains.

PASSENGER TRAINS
6TH, 7TH, 9TH AND 13TH DISTRICTS

78 miles an hour, or 1 mile in 46 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, O-1 and D-45 engines.

50 miles an hour or 1 mile in 1 minute 12 seconds with engines equipped with single engine truck.

45 miles an hour, or 1 mile in 1 minute 20 seconds with class 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 between west switch Markham and east switch Camery and 40 miles an hour, or 1 mile in 1 minute 30 seconds between east switch Camery and east switch Kinderhook and 50 miles an hour, or 1 mile in 1 minute, 12 seconds between east switch Kinderhook and East Hannibal 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 AND MIXED TRAINS
6TH, 7TH, 9TH AND 13TH DISTRICTS

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 class L-1 engines.

10TH DISTRICT

50 Miles an hour, or 1 mile in 1 minute 12 seconds between Decatur and west switch Markham.

35 Miles an hour or 1 mile in 1 minute 42 seconds between west switch Markham and east switch Camery.

40 Miles an hour, or 1 mile in 1 minute 30 seconds between east switch Camery and east switch Kinderhook.

50 Miles an hour, or 1 mile in 1 minute 12 seconds between east switch Kinderhook and East Hannibal.

DEAD FREIGHT TRAINS OR LIGHT ENGINES
ALL DISTRICTS

50 miles an hour, or 1 mile in 1 minute 12 seconds, except when handling restricted cars.

45 miles an hour, or 1 mile in 1 minute 20 seconds with class L-1 engines.

Engines, without cars, or power operated equipment, must not **exceed 20 miles an hour when moving in automatic block system,** manual block-remote control, through interlockings, or approaching highway crossings protected by automatic warning signals.

Engines running backward **must not exceed 25 miles an hour. Where conditions are such to require further restrictions special instructions will govern.**

Yard engines must not exceed 20 miles an hour.

Where district maximum speeds are less they will govern.

BRANCH TRAINS

On the Champaign and Keokuk Branches passenger trains must not exceed 35 miles an hour; mixed and other freight trains, 25 miles an hour.

On the Streator Branch, all trains must not exceed 25 miles an hour between Fairbury and Streator.

On the Sullivan Branch, mixed and other freight trains must not exceed 25 miles an hour Bement to one-half mile south of Lovington, and 20 miles an hour between one-half mile south of Lovington and Sullivan. B-6 and B-7 engines must not exceed 15 miles an hour.

On the Pittsfield Branch, all trains must not exceed 25 miles an hour.

On the Champaign Branch, engines running backward, with or without cars, must not exeed 25 miles an hour.

On the Sullivan, Streator, Keokuk and Pittsfield Branches, engines running backward, with or without cars, must not exceed 15 miles an hour.

SPEED OF DISCONNECTED ENGINES

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

ENGINES HANDLED IN TRAINS

Dead engines must be separated from each other and from other engines by at least 5 cars. Trains hauling dead steam engines must not exceed 20 miles an hour.

Disabled engines or engines with one or more rods taken down must not be hauled in fast freight trains when possible to avoid it.

With side rods or main rods down, a speed of 15 miles an hour must not be exceeded.

With side rods and main rods in place, the maximum speed may be increased to 25 miles an hour, unless otherwise restricted.

Wabash steam yard engines hauled in trains must be moved backward.

Trains hauling diesel yard engines in tow must not exceed 35 miles an hour.

WORK EQUIPMENT HANDLED IN TRAINS

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

American ditcher.	Jordan spreader ditcher.
Pile driver.	Scale test car.
Rail unloader.	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.

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.

Trains will be governed by the rules and time-table of the C. & W. I. R. R. between Chicago and W. I. Jct.

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

All trains must not exceed 30 miles an hour on curve Western Ave. and between home signals Belt crossing Loomis Street; 20 miles an hour between home signals Forest Hill interlocking and on curve between Union Ave., and 74th St.

All train and enginemen will be under the supervision of the Superintendent Chicago Terminal Division between Chicago and Brisbane.

Conductors will register at Chicago, 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.

Passenger trains must not exceed 55 miles an hour through the No. 20 turnout at end of double track Orland Park, and all trains must not exceed 15 miles an hour through all other main track turnouts, or 10 miles an hour through all other turnouts.

Yard limits at W. I. Jct.-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 must not exceed 35 miles an hour on curve between I.T.C. overhead bridge and junction of 7th and 9th districts 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 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.

Passenger trains must not exceed 55 miles an hour through the No. 20 turnout at the end of double track Lodge, and all trains must not exceed 15 miles an hour through all other main track turnouts or 10 miles on hour through all other turnouts.

STREATOR BRANCH — 7TH DISTRICT

Conductors will register at Fairbury and Streator.

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

All trains must not exceed 10 miles an hour through all turn-outs.

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 2 empties

Yard Limits at Honeggers and Dimmick-Streator (No board at Streator) are designated by "Yard Limit" boards.

SULLIVAN BRANCH—8TH DISTRICT

Conductors will register at Bement.

All trains will receive clearance (Form 441) at Bement and Sullivan.

All trains must 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 2 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 roundhouse.

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

Operation of trains over the Old Westward Track between end of double track Tilton yard office, and east end of siding Ryan, will be permitted only as authorized by train orders. Trains using this track will move with caution, displaying markers in accordance with Rule 19, Fig. 8, of the Rules and Regulations of the Transportation Department effective January 1, 1941.

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

All trains must not exceed 35 miles an hour on curve between junction of 7th and 9th districts and I. T. C. overhead bridge, Bement.

9th District trains must not exceed 45 miles an hour between Bement depot and a point 900 feet west of Bement coal chute.

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

At Tilton and 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 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 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, Outer Depot and the enginemen's register rooms, Decatur roundhouse and Hannibal roundhouse.

Conductors will register at East Decatur, Decatur, Starne, Iles, Jacksonville, Outer Depot and Quincy.

Trains arriving or departing Decatur passenger station will register at Decatur passenger station. All other trains will register at East Decatur.

At Starne, Iles and Jacksonville, all trains will register by throwing off O. S. slip to operator. All westward trains affected will examine register at Starne and Jacksonville and all eastward trains affected will examine register at Iles 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 St. interlocking must 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 crossover east of Illinois Central crossing and Mercer St., 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 must not exceed 10 miles an hour while any portion of train is on Bridge 508 Illinois River at Valley City.

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

All trains must 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.

Double-heading is not permitted over Bridge 651, Mississippi River, Hannibal, with a K-1, K-2, K-3, K-4 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; also with class K-3B or K-4B engines and D-45 engines.

All trains must 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 must not exceed 25 miles an hour between Outer Depot and Hannibal.

All trains must not exceed 6 miles an hour between Wabash Jct. and Quincy.

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

Yard limits at Decatur, Springfield, East Hannibal-Hannibal-Outer Depot and Quincy are designated by "Yard Limit" boards.

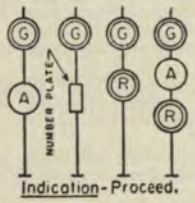
Car dimensions and gross weights permissible between Maysville and Pittsfield:

Overall lengths	Gross weights	
Less than 35 feet	185,000 lbs.	No restrictions
35 to 40 feet	210,000 lbs.	No restrictions
More than 40 feet	220,000 lbs.	No restrictions
Any length	220,000 lbs.	Placed between 2 empties

Manual Block-Remote Control System Between Mercer Street and Starne, Iles and Jacksonville

1. All trains will be governed by timetable, train orders, rules and regulations of the Transportation Department, effective January 1, 1941, and special instructions, in the territory between East Decatur and Outer Depot, except as hereinafter provided.
2. The movement of trains into the blocks by signal indication will **be in accordance with Rules 281-A, 285-A, 290-A, 291-A, 292-A,** 294-A, 297-A and 298-A.

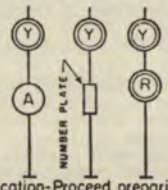
RULE 281-A



Indication - Proceed.

NAME—CLEAR SIGNAL.

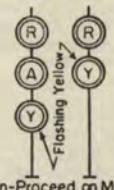
RULE 285-A



Indication - Proceed preparing to stop at next Signal.

NAME - APPROACH SIGNAL.

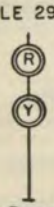
RULE 298-A



Indication - Proceed on Main Track approaching next signal at end of siding prepared to stop.

NAME - APPROACH CAUTION SIGNAL.

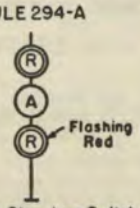
RULE 290-A



Indication - Proceed at caution.

NAME - CAUTION SIGNAL.

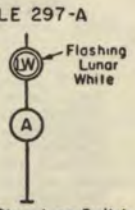
RULE 294-A



Indication - Stop - Line Switch and take siding.

NAME - STOP AND TAKE SIDING SIGNAL.

RULE 297-A

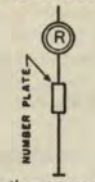


Indication - Stop - Line Switch prepare to leave siding.

NAME - LINE SWITCH SIGNAL.

NOTE - Leave siding on Rule 281-A

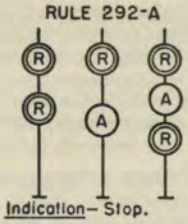
RULE 291-A



Indication - Stop then proceed at caution.

NAME - STOP AND PROCEED SIGNAL.

RULE 292-A



Indication - Stop.

NAME - STOP SIGNAL.
SEE RULES 8, 21, 22, 31 & 32.

3. Signals governing movements of trains entering blocks are Absolute signals.
4. Block signals govern the use of the blocks and trains will move as authorized by train orders and signal indications, which may supersede timetable superiority of trains, but will not dispense with the use or observance of other signals whenever and wherever they may be required.
5. Unless otherwise provided, a fixed signal must be used at each train order office, which shall indicate "Stop" when trains are to be stopped for train orders. When there are no orders, the signals must indicate "Proceed" except at interlocking stations, where there is a train order signal operated by the same signalman, such signal must not be changed to display proceed indication for a train, until after the interlocking signal has been changed to permit the train to proceed.
6. Trains will maintain their authorized identity and continue the display of classification and marker signals.
7. A train, other than a passenger train, may be permitted to follow a train, other than a passenger train, into a block, if weather conditions are favorable, and curvature, grades and other track conditions warrant.
8. When it is necessary to allow more than one train in a block, manual block-remote control system permissive form 1 will be issued by the train dispatcher, and following train must proceed only with caution, at not exceeding medium speed, prepared to stop short of train or obstruction.
9. Train dispatcher issuing manual block-remote control system permissive form 1 to a following train, as prescribed by Rules 7 and 8, will authorize such movement only from one Absolute block signal to the next succeeding Absolute block signal. Train finding any succeeding Absolute block signal displaying "Stop" indication, may proceed only in accordance with Rules 21 and 22.
10. All westward scheduled trains leaving the limits of the manual block-remote control system at Starne and Jacksonville will respect their schedule time at those stations. All eastward scheduled trains leaving the limits of the manual block-remote control system at Iles will respect their schedule time at that station.
11. Sidings at Harristown, Illiopolis, Dawson, Starne, Iles, Curran, Bates, New Berlin, Alexander and Arnold will be used for the meeting or passing of trains. That section of main track between the Absolute signals at the ends of these sidings are Station Blocks.
12. STATION BLOCK—A section of main track between the opposing Absolute signals at the ends of sidings.
13. BETWEEN STATION BLOCK—A section of main track between the opposing Absolute signals at the ends of sidings between adjacent Station Blocks.
14. ABSOLUTE BLOCK SIGNAL—A signal which when not displaying a proceed indication must not be passed without authority from the train dispatcher. A marker disc, letter "A", and absence of number plate indicates that it is an Absolute signal.
15. INTERMEDIATE SIGNAL—Any fixed automatic block signal that is equipped with a number plate.
16. MEDIUM SPEED—A speed not exceeding one-half authorized speed.
17. ENTERING SIGNAL ON MAIN TRACK FOR BETWEEN STATION BLOCK—A train finding signal displaying "Stop" indication may proceed only in accordance with Rules 8, 21 and 22. If signal is displayng a less restrictive indication than "Stop", train may enter and proceed through the block.

18. ENTERING SIGNAL FROM SIDING FOR BETWEEN STATION BLOCK—A train finding signal displaying "Stop" indication may proceed only in accordance with Rules 8, 21 and 22. A flashing lunar white indication, Rule 297-A, will be displayed for trainman to set switch for movement from siding to main track and then upon signal displaying "Proceed" indication, Rule 281-A, train may enter and proceed through the block.

19. ENTERING SIGNAL ON MAIN TRACK FOR STATION BLOCK—A train finding signal displaying "Stop" indication may proceed only in accordance with Rules 8, 21 and 22. A flashing red indication will be displayed on bottom unit, Rule 294-A, for trainman to set switch and train must enter siding. A flashing yellow indication on bottom unit, Rule 298-A, will be displayed for train to proceed on main track approaching next signal at end of siding, prepared to stop.

20. Intermediate signals will be provided for trains approaching the Station Block. Indications displayed will be in accordance with Rules 281-A, 285-A and 291-A.

21. When a train is stopped by an Absolute signal governing entrance into a Station Block or a Between Station Block and the cause for "Stop" indication is not apparent, the conductor or engineman will communicate with the operator or train dispatcher. If conditions require, the train dispatcher will issue manual block-remote control permissive Form 1, when train may proceed with caution as authorized.

22. When a train is stopped by an Absolute signal and no cause for detaining the train is apparent, if means of communication have failed, the train may proceed, after a thorough understanding between the conductor and engineman, preceded by a flagman a sufficient distance to insure full protection, to the next point of communication, or to the next block signal displaying a more favorable indication than "Stop and proceed," expecting to find a train or obstruction in the block, switch not properly lined, a car inside the clearance point, or a broken rail. Prompt report must be made to train dispatcher and trainmaster.

23. If head end of train passes a signal at end of siding and then reverse movement is made so train is again in approach of signal, the train dispatcher must be notified at once.

24. Should it become necessary for a train or engine to reverse movement, such movement must be made under flag protection but train must not pass a signal at end of siding in reverse movement without permission from the operator or train dispatcher.

25. To hold main track to do work at stations requiring the train to enter a block, permission must be obtained from operator or train dispatcher and train must make first move on signal indication. When conditions require, the train dispatcher will issue manual block-remote control system work permit form 2, which will specify working limits and the time the main track will be used; and the block must be cleared at the time specified.

26. If additional time is required, conductor must, before time limit has expired, report to the operator or train dispatcher for instructions.

27. When work has been completed or train or engine is clear of main track and switch closed and locked, the work permit has expired and report must be made to the operator or train dispatcher, stating circumstances, location of the train or engine, and the governing signal.

28. Trains must not clear main track block at any tracks other than at the sidings specified in the timetable, except in emergency. Trains clearing main track at any other tracks in emergency must, before again occupying main track obtain proper authority from the train dispatcher and then movement made only under flag protection.

29. Eastward trains finding eastward home signal at Jacksonville or Starne interlocking indicating "Stop" and westward trains finding westward home signal at Iles interlocking indicating "Stop", movement must be made in accordance with interlocking rule 663 of the Rules and Regulations of the Transportation Department, effective January 1, 1941 and in addition if movement is to be made on main track, train must proceed only in accordance with Rules 8, 21 and 22.

30. A train entering a block to do work will be governed by signal indication except when block to be entered has been left occupied by a portion of the train doing the work.

31. A train or engine having accepted a proceed indication of an Intermediate signal or of an entering signal for Station Block and is delayed must approach the Absolute signal at end of siding expecting to find that signal displaying its most restrictive indication.

32. Telephones are located at Absolute signals.

KEOKUK BRANCH—11TH DISTRICT

All trains will receive clearance (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 must not exceed 10 miles an hour through all turnouts.

Trains over Bridge 280 over Illinois River at Meredosia will be governed by signals located at east and west end of bridge. Normal position of signals will be at stop. Trains will come to a stop clear of signals and proceed when signals are at clear indication and must not exceed 6 miles an hour while any portion of train is on the bridge. Before placing signals at clear indication 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

Trains will be governed by the rules and time-table of the T. P. & W. R. R. between Elvaston and Hamilton, of the Keokuk Municipal Bridge between Hamilton and Keokuk, and 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 crossover east of Illinois Central crossing and Mercer St., Decatur, without orders, but will 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.

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

All trains must 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.

All train and enginemen will be under the supervision of the Superintendent St. Louis Terminal Division between St. Louis and Mitchell.

Trains operating via Eads Bridge will be governed by the rules and time tables of the Terminal Railroad Association between Bridge Jct. 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 interlocking 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 interlocking and Page Ave. Jct. and between Grand Ave., interlocking and Union Station, St. Louis, and by the rules and time-table of the Wabash-Moberly Division between Page Ave. Jct. and Grand Ave. interlocking.

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

At Decatur all first class trains will register at passenger station. freight trains at East Decatur. All southward trains affected 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. Jct.—C. & W. I.
Loomis St.—B. R. C. No derails.
Forest Hill—B. & O. C. T. and P. R. R.
Ashburn—G. T. W. No derails.
Chicago Ridge—I. H. B.
} Governed by interlocking

Orland Park—End of double track. Hand thrown switch. Normal position of switch for northward main track.

Manhattan—C. M. St. P. & P. 0.4 mile south.
Reddick—N. Y. C. 0.5 mile north.
Saunemin—I. C. 1 mile north. No derails.
Forrest—T P. & W. No target. Stop.
} Governed by interlocking

7TH DISTRICT.

Forrest—T. P. & W. No Target. Stop.
Strawn—I. C. 1.1 mi. north.—No derails.
Gibson City—I. C. and N. Y. C. & St. L. No derails.
Lotus—I. C.
Mansfield—P. & E. No derails.
Lodge { I. C. / End of double track
Bement—9th District junction. No derails.
} Governed by interlocking

Eastward Automatic Signal No. 3575 located two miles west of Bement. An additional aspect, lower color light unit, has been added to this automatic signal to provide an approach indication to northward 7th District trains.

Lower unit is normally dark.

When signal displays the following aspect, movement of trains will be governed accordingly.

Yellow over Green: Indication—Proceed approaching next signal at a speed not exceeding the authorized speed to the diverging route.
Name—Approach Medium Signal.

STREATOR BRANCH — 7TH DISTRICT.

Fairbury—Junction of T. P. & W. West end of siding. Normal position of switch for siding. Stop.
Pontiac Jct.—I.C. and G.M.&O. No derails. Governed by interlocking.
Streator Jct.—N. Y. C. } No target.
Streator—N. Y. C. 0.5 mile south. } Stop.
Streator—A. T. & S. F. No derails. Governed by interlocking.

SULLIVAN BRANCH — 8TH DISTRICT.

Bement—9th District Jct. Normal position of switch for 9th District. Stop.
Hammond—B. & O. Target diagonal for Wabash trains. Stop.
Lovington—P. R. R. No target. Stop.

9TH DISTRICT.

Ryan—C. & E. I. No derails.
Tolono. { I. C. / End of double track. No derails.
Bement—7th District junction. No derails.
} Governed by interlocking
Decatur—I. C. Governed by gates. Stop.

Eastward Automatic Signal No. 3575 located two miles west of Bement. An additional aspect, lower color light unit, has been added to this automatic signal to provide an approach indication to northward 7th District trains.

Lower unit is normally dark.

When signal displays the following aspect, movement of trains will be governed accordingly.

Yellow over Green: Indication—Proceed approaching next signal at a speed not exceeding the authorized speed to the diverging route.
Name—Approach Medium Signal.

10TH DISTRICT.

Decatur—I. C. Governed by gates. Stop.
Mercer St.—13th dist. junction. No derails. Gov. by interlocking.
Starne—I. C. and I. T. C. No derails.
Springfield—B. & O. 1.5 miles east No derails.
Springfield—C. & I. M. 1.2 miles east.
} Governed by interlocking
Springfield—I. C. Governed by automatic interlocking. No derails.
Iles—G. M. & O. No derails.
Jacksonville Jct.—G. M. & O. and C. B. & Q. No derails.
Chapin—C. B. & Q. No derails.
} Governed by interlocking
Bluffs—11th district junction. West end of siding. Normal position of switch for 11th district. Stop.
Valley City—Illinois River draw bridge, 0.3 miles east. Governed by signals.
Maysville—Junction Pittsfield branch. Normal position of switch for main track. Trains from Pittsfield. Stop.
Hulls—C. B. & Q. No derails. Governed by interlocking.
East Hannibal—Junction of C. B. & Q. Governed by signals.
Hannibal—Mississippi River Draw Bridge.
Hannibal—C. B. & Q. west end Mississippi River Bridge.
} Governed by interlocking
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 district junction. West end of siding. Normal position of switch for 11th district. Stop.

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

Golden—C. B. & Q. No derails. Governed by interlocking.

Carthage—C. B. & Q. No target. Stop.

Elvaston—Junction of T. P. & W. Normal position of switch for T. P. & W. Stop.

13TH DISTRICT.

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

Mercer St.—10th district junction. Governed by interlocking. No derails.

Boody—Junction of B. & O. No target. Normal position of switch for 13th district. B. & O. trains stop.

Taylorville—B.&O. 0.6 mile north. No derails.
North Litchfield—I. C. No derails.
Litchfield—C. C. C. & St. L. No derails.
Winston—C. B. & Q.
DeCamp—L. & M. and C. & N. W. No derails.
Mitchell—A. & S. 0.5 mile north. No derails.
Granite City { End of Double Track. / Merchants Bridge Terminal. No derails.
} Governed by interlocking

Venice—I. T. C. 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 Jct.—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 Jct.—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 Jct.—Terminal Railroad Association—No target. Stop.

STATIONS AND SIDINGS NOT SHOWN.

7TH DISTRICT

Caldwells—station No. 461—2 miles north of Lodge; connected south end; capacity, 21 cars.

STREATOR BRANCH — 7TH DISTRICT

Honeggers—station No. 428—0.25 miles west of Fairbury; connected both ends; capacity 10 cars.

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

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

Pontiac Stone Co.—0.5 miles north of McDowell; connected both ends; capacity, 40 cars.

Dimmick—1.6 miles south of Clay. No siding.

Clay—Connected both ends; capacity, 26 cars.

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, 13 cars.

Lanton—station No. 472—2.3 miles south of Hammond; connected north end; capacity, 12 cars.

Cushman—station No. 475—4 miles south of Lovington; connected both ends; capacity, 16 cars.

9TH DISTRICT.

Dixon Block Coal Co.—0.1 mile east of Ryan; connected east end; 3 tracks; capacity 18 cars.

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

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

10TH DISTRICT.

Oak—Station No. 150—3.0 miles west of Illiopolis; connected both ends; capacity, 23 cars.

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

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

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

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; not connected.

13TH DISTRICT.

P. C. Co. mine No. 58—On southward track, 1 mile south of Taylorville; connected north end; capacity 152 cars.

C. C. Co. mine No. 15—On southward track 0.5 mile south of Mt. Olive; connected north end; capacity 315 cars.

C. C. Co. mine No. 7—On northward track, 2 miles north of Staunton; connected both ends; capacity 95 cars.

C. C. Co. mine No. 14—On southward track, 1.2 miles north of Staunton; connected north end; capacity 234 cars.

ADJUSTED TONNAGE RATING

Car Factor	Brooklyn to Worden 11				Worden to Forrest Decatur to Mt. Olive 11				Forrest to Landers 11				Mt. Olive to Brooklyn 15				Car Factor
Class	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	Class
D-45	9600	8210	7260	6420	12300	10515	9285	8240	12300	10515	9285	8240	15500	12850	11035	9780	D-45
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-3-4 B	5740	4900	4340	3850	5950	5090	4500	3985	5680	4850	4290	3800	6910	5720	4920	4355	K-3-4 B
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

Car Factor	Landers to Brisbane 6				Brisbane to Decatur 7				Decatur to Tilton 8				Tilton to Decatur 7				Car Factor
Class	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	Class
D-45	6900	6330	5830	5350	7700	6990	6390	5800	9350	8340	7575	6805	8650	7845	7170	6495	D-45
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-3-4 B	3990	3660	3370	3090	4475	4060	3710	3365	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

Car Factor	Bluffs to Hannibal 3				Bluffs to Springfield 7				Hannibal to Bluffs 3				Springfield and Decatur—Springfield to Bluffs 7				Car Factor
Class	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	Class
D-45	4085	3910	3720	3560	7670	6950	6375	5760	3870	3700	3525	3370	7670	6950	6375	5760	D-45
M-1	1950	1880	1780	1710	3900	3540	3240	2930	2020	1950	1850	1770	4600	4170	3820	3460	M-1
K-3-4 B	2045	1950	1865	1810	3725	3375	3090	2800	2110	2015	1925	1860	4490	4070	3730	3380	K-3-4 B
K-3-4	1720	1645	1565	1515	3155	2860	2620	2370	1775	1695	1620	1565	4010	3635	3330	3015	K-3-4
K-1	1450	1390	1320	1275	2530	2295	2100	1905	1490	1430	1355	1310	3360	3045	2790	2530	K-1
G-1	1125	1080	1025	990	1945	1765	1615	1460	1135	1090	1030	1000	2620	2380	2170	1970	G-1
F-7	640	615	590	570	1010	915	840	760	655	630	600	580	1440	1305	1195	1085	F-7

Class F-4 Engines

	Car Factor	Class A	Class B	Class C	Class 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, J-1-2, D-45 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 G-1 will be given 77% of class K-1 rate.

Class J-1-2 will be given 68% of class K-1 rate.

Class D-45 will be given 18% higher rate Decatur to Mt. Olive than from Worden to Forrest.

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.