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.

ROAD DIESEL LOCOMOTIVES

To provide greater advance warning to Maintenance of Way Forces DURING DAYLIGHT HOURS, Road Diesel Locomotives must burn their headlights Dim during ordinary weather, and at full power when weather is dull and foggy.

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

J. F. NELLIS.....Superintendent .....Decatur, Ill.
E. W. NIXON.....Supt. Chicago Terminal Division .....Chicago, Ill.
F. T. SCHMIDT.....Trainmaster Chicago Terminal Division .....Chicago, Ill.
L. K. BROWN.....Supt. St. Louis Terminal Division.....St. Louis, Mo.
C. R. FOUNTAIN.....Trainmaster St. Louis Terminal Division.....St. Louis, Mo.
W. G. BLADES.....Asst. Trainmaster St. Louis Terminal Division.....St. Louis, Mo.
R. J. CRIPE.....Trainmaster .....Decatur, Ill.
M.W. HOLLENBECK.Trainmaster .....Decatur, Ill.
R. W. WILLS.....Trainmaster .....Decatur, Ill.
C. A. LASCO.....Asst. Trainmaster .....Decatur, Ill.
E. E. BERGMAN.....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.
R. ROBERTS.....Night Chief Train Dispatcher..Decatur, Ill.
C. E. INMAN.....Relief Chief Train Dispatcher..Decatur, Ill.
O. C. SANDBERG.....Night Chief Train Dispatcher..Decatur, Ill.

Wabash Railroad Company

DECATUR DIVISION

Time-Table No. 45

IN EFFECT

SUNDAY, SEPT 28, 1952

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,
Vice President-Operations.

C. A. JOHNSTON,
General Manager.

R. A. MESSMORE,
Assistant General Manager.

L. A. HIGH,
Superintendent Transportation.

J. F. NELLIS,
Superintendent.

HUSTON-PATTERSON CORP., DECATUR, ILL.

Time-Table No. 45

In Effect Sept. 28, 1952

Southward Trains

Distance from Chicago		STATIONS		Capacity sidings in 45 ft. cars exclusive of engine and caboose.	FIRST CLASS 11 Banner Blue Daily	21 Blue Bird Daily	13 Decatur Express Daily Except Sun.	17 The Midnight Daily	SECOND CLASS 83 Red Ball Freight Daily	99 Red Ball Freight Daily	93 Red Ball Freight Daily	THIRD CLASS 77 Local Freight Tues. Thurs. Sat.
					AM	PM	PM	PM				
.....		CHICAGO		.....	11.00	4.45	5.40	11.50	AM	.....	PM	.....
		4.4										
4.4	DN	47TH STREET		.....	.....	.....	S 5.49	.....	12.05	.....	7.00	.....
		2.1										
6.5		ENGLEWOOD		.....	S11.14	4.59	S 5.54	S12.04	.....	.....	.....	.....
		1.5										
8.0		W. I. JCT.		.....	11.17	5.02	5.57	12.07	12.25	PM	7.20	AM
		2.8										
10.8		LANDERS	WC	.....	.....	.....	S 6.08	.....	12.35	12.01	7.25	7.15
		1.4										
12.2	DN	ASHBURN		.....	11.22	5.08	S 6.12	12.16	12.45	12.06	7.30	f 7.20
		2.6										
14.8		OAK LAWN		.....	.....	.....	S 6.16	.....	.....	.....	.....	f 7.30
		1.6										
16.4	DN	CHICAGO RIDGE		.....	11.26	5.12	S 6.19	12.21	1.01	12.40	7.40	f 7.35
		1.4										
17.8		WORTH		.....	.....	.....	S 6.22	.....	.....	.....	.....	f 7.40
		2.1										
19.9		PALOS PARK		.....	.....	.....	S 6.26	.....	1.06	12.46	7.48	f 7.45
		3.3										
23.2	DN	ORLAND PARK		.....	11.32	5.18	S 6.32	12.28	1.15	12.51	7.55	f 7.53
		6.9										
30.1		MARLEY		95	11.38	5.24	6.41	12.35	1.25	1.22	8.07	f 8.05
		3.5										
33.6		STEELE		.....	.....	.....	.....	.....	.....	.....	.....	.....
		1.0										
34.6	DN	BRISBANE		105	11.43	5.29	6.46	12.40	1.45	1.40	8.17	f 8.35
		5.0										
39.6	DN	MANHATTAN	WC	125	11.48	5.34	6.52	12.46	2.00	1.55	8.26	f 9.00
		2.4										
42.0		ARSENAL		115	.....	5.36	6.55	12.49	2.07	2.00	8.31	f 9.07
		5.0										
47.0	D	SYMERTON		84	11.54	5.41	7.00	12.54	2.18	2.10	8.41	f 9.23
		4.1										
51.1		BALLOU		.....	.....	.....	.....	.....	.....	.....	.....	f 9.35
		1.8										
52.9	D	RITCHIE		69	.....	.....	7.06	.....	2.30	2.25	8.52	f 9.42
		1.3										
54.2		CUSTER PARK		95	12.00	5.47	7.08	1.02	2.36	2.30	8.58	f 9.54
		5.6										
59.8		ESSEX		72	12.05	5.52	7.14	1.08	2.47	2.42	9.09	f10.05
		6.2										
66.0	DN	REDDICK		128	12.10	5.57	7.20	1.14	3.00	2.53	9.29	f10.20
		6.2										
72.2	D	CAMPUS	W	76	12.15	.....	7.26	1.20	3.15	3.04	9.42	f10.40
		4.4										
76.6	D	EMINGTON		125	12.19	6.06	7.30	1.25	3.22	3.13	9.50	f10.50
		5.8										
82.4	D	SAUNEMIN		112	.....	6.11	7.36	1.30	3.38	3.23	9.59	f11.00
		5.0										
87.4	D	WING		N 61 S 61	12.28	6.15	7.41	1.35	3.55	3.32	10.06	f11.10
		5.0										
92.4	DN	FORREST	W	S 124	S12.37	S 6.22	S 7.46	S 1.47	4.16	3.48	10.15	11.20
					PM	PM	PM	AM	AM	PM	PM	AM
					Daily	Daily	Daily Except Sun.	Daily	Daily	Daily	Daily	Tues. Thurs. Sat.
.....	.....	Scheduled time		.....	1:37	1:37	2:06	1:57	4:11	3:47	3:15	4:05
.....	.....	Average miles an hour		.....	57.1	57.1	44.0	47.3	21.0	21.5	27.0	19.9

DOUBLE TRACK

AUTOMATIC BLOCK SYSTEM

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

No. 11 and No. 182.
No. 11 and No. 76.
No. 21 and No. 10.
No. 99 and No. 76.
No. 77 and No. 12.

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. 77 carry passengers.

Time-Table No. 45

In Effect Sept. 28, 1952

Northward Trains

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 PM	90 Red Ball Freight Daily AM	THIRD CLASS 76 Local Freight Mon. Wed. Fri.
CHICAGO	501	8.10	7.40	2.05	5.40			.....
4.4								
DN 47TH STREET	505	S 7.58	.....	.....	.....	12.30	12.30	.....
2.1								
ENGLEWOOD	509	S 7.53	S 7.25	S 1.50	S 5.25	.....	.....	.....
1.5								
W. I. JCT. OT	511	7.50	7.21	1.46	5.22	11.40	11.38	PM
2.8								
LANDERS WC	514	S 7.36	.....	.....	.....	11.33	11.23	12.15
1.4								
DN ASHBURN	515	S 7.32	7.10	1.38	5.10	11.30	11.18	f11.50
2.6								
OAK LAWN	517	S 7.26	.....	.....	.....	.....	.....	f11.40
1.6								
DN CHICAGO RIDGE	518	S 7.18	7.02	1.34	5.04	11.20	11.08	f11.30
1.4								
WORTH	519	S 7.15	.....	.....	.....	.....	.....	f11.15
2.1								
PALOS PARK	521	S 7.11	.....	.....	.....	.....	.....	f11.05
3.3								
DN ORLAND PARK 30	523	S 7.05[18] 6.36	6.48	1.28	4.54	10.55	10.57	f10.55
6.9								
MARLEY	527	f 6.26	6.36	1.22	4.47	10.40	10.45	f10.25
3.5								
STEELE	530	f 6.21	.....	.....	.....	.....	.....	.....
1.0								
DN BRISBANE	529	f 6.19	6.28	.....	4.42	10.30	10.35	f10.05
5.0								
DN MANHATTAN WC	531	S 6.09	6.19	1.13	4.37	10.20	10.25	f 9.45
2.4								
ARSENAL	532	f 5.57	.....	.....	.....	10.16	10.17	f 9.33
5.0								
D SYMERTON	533	f 5.49	6.07	1.06	4.31	10.08	10.05	f 9.25
4.1								
BALLOU	534	f 5.39	.....	.....	.....	.....	.....	f 9.10
1.8								
D RITCHIE	535	f 5.36	.....	.....	.....	9.57	.....	f 9.05
1.3								
CUSTER PARK	538	f 5.32	5.56	12.58	4.23	9.54	9.51	f 8.59
5.6								
ESSEX	537	f 5.21	5.48	.....	.....	9.47	9.40	f 8.45
6.2								
DN REDDICK	539	f 5.10	5.40	12.48	4.13	9.39	9.29	f 8.30
6.2								
D CAMPUS W	541	f 4.59	5.32	.....	4.08	9.31	9.18	f 8.15
4.4								
D EMINGTON	543	f 4.49	5.25	12.38	.....	9.25	9.09	f 7.59
5.8								
D SAUNEMIN	545	f 4.38	5.17	.....	3.59	9.17	8.57	f 7.45
5.0								
D WING 29-35	547	f 4.27	5.09	12.28	3.54	9.10	8.45	f 7.30
5.0								
DN FORREST 23 W	549	S 4.16	S 4.59	12.23	S 3.48	9.00	8.33	7.00
		AM	AM	PM	PM	AM	PM	AM
		Daily Except Sun.	Daily	Daily	Daily	Daily	Daily	Mon. Wed. Fri.
.....Scheduled time.....	.....	3:54	2:41	1:42	1:52	3:30	3:57	5:15
.....Average miles an hour.....	.....	23.4	34.4	54.3	49.0	25.1	22.2	15.5

AUTOMATIC BLOCK SYSTEM

DOUBLE TRACK

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

No. 12 and No. 77.
No. 10 and No. 21.
No. 182 and No. 11.
No. 76 and No. 11.
No. 76 and No. 99.

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. 76 carry passengers.

FORREST TO BEMENT—7th District

Time-Table No. 45

In Effect Sept. 28, 1952

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		DN FORREST	W	N 118	§ 1.51	§12.37	§ 6.22	§ 7.49	4.55	4.45	10.15	7.30
		7.0										
99.4		D STRAWN		150	2.03	12.46	6.30	8.00	5.09	5.10	10.27	f 7.43
		4.6										
104.0		D SIBLEY		125	2.09	12.51	6.34	8.08	5.17	5.25	10.37	f 7.52
		4.9										
108.9		GARBER		.....	.....	.....	.....	.....	5.27	5.40	10.48	f 8.02
		3.2										
112.1		DN GIBSON CITY	WC	118	§ 2.18	12.58	6.41	§ 8.18	5 33	5.55	10.55	f 8.19
		4.2										
116.8		PROCTOR		.....	.....	.....	.....	.....	.....	.....	.....	f 8.30
		3.9										
120.2		D FOOSLAND		125	2.33	1.05	6.48	8.31	5.48	6.10	11.11	f 8.40
		3.2										
123.4		D LOTUS		.....	.....	.....	.....	8.36	.....	.....	.....	f 8.46
		1.7										
125.1		OSMAN		125	2.40	.....	.....	8.39	5.55	6.25	11.23	f 8.50
		2.2										
127.3		BLUE RIDGE		.....	.....	.....	.....	8.44	.....	.....	.....	f 8.56
		3.9										
131.2		DN MANSFIELD	W	115	2.48	1.14	6.57	8.50	6.06	6.57	11.38	f 9.30
		4.9										
136.1		GALESVILLE		.....	.....	.....	.....	8.57	.....	.....	.....	f 9.40
		3.2										
139.3		DN LODGE	DBL TRK	110	2.58	1.21	7.04	9.03	6.22	7.10	11.59	f 9.50
		5.7										
145.0		D MONTICELLO		22	§ 3.09	1.28	.....	§ 9.13	6.42	7.25	12.10	f10.20
		7.3										
152.3		DN BEMENT	WC	....	3.20	1.38	7.17	§ 9.25	7.10	7.45	12.35	f10.45
					AM	PM	PM	PM	AM	PM	AM	AM
					Daily	Daily	Daily	Daily Except Sun.	Daily	Daily	Daily	Tues. Thurs. Sat.
.....	.....	Scheduled time		.....	1:29	1:01	0:55	1:36	2:15	3:00	2:20	3:15
.....	.....	Average miles an hour		.....	40.3	58.8	65.3	37.4	26.6	19.9	25.6	18.4

AUTOMATIC BLOCK SYSTEM

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.

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. 45

In Effect Sept. 28, 1952

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						AM
1.15	37.0	D	STREATOR	W	411	10.30
			1.8			
1.20	35.2		CLAY		412	10.15
			4.0			
f 1.37	31.2		MANVILLE		413	f 9.55
			4.9			
f 1.59	26.3		CORNELL		415	f 9.35
			5.0			
f 2.20	21.3		ROWE		417	f 9.17
			4.5			
f 2.35	16.8	D	PONTIAC		421	f 9.05
			4.0			
f 2.47	12.8		McDOWELL		423	f 8.50
			1.8			
f 2.52	11.0		LODEMIA		425	f 8.45
			5.4			
f 3.07	5.6	D	FAIRBURY		429	f 8.30
			5.6			
3.30	.....	DN	FORREST	W	549	8.15
PM						AM
Daily Except Sun.						Daily Except Sun.
2:15	.....	.....	Scheduled time		.....	2:15
16.4	.....	.....	Average miles an hour		.....	16.4

Nos. 72 and 73 carry passengers.

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. 45

In Effect Sept. 28, 1952

		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	Mon. Wed. Fri.
				AM	AM	PM	PM	AM	PM	AM
AUTOMATIC BLOCK SYSTEM	DN	FORREST W	549	§ 4.06	§ 4.55	12.23	§ 3.48	9.00	8.33	11.50
		7.0								
	D	STRAWN	435	f 3.51	4.43	12.17	3.38	8.40	8.19	f11.20
		4.6								
	D	SIBLEY	439	f 3.43	4.36	12.13	3.34	8.33	8.08	f11.05
		4.9								
		GARBER	441	f 3.37	.....	.....	.....	8.25	.....	f10.50
		3.2								
	DN	GIBSON CITY WC	443	§ 3.30	4.25	12.06	3.26	8.19	7.52	f10.35
		4.2								
		PROCTOR	446	.....	.....	.....	.....	.....	.....	f10.10
		3.9								
	D	FOOSLAND	447	f 3.12	4.13	11.59	3.19	8.05	7.42	f 9.55
		3.2								
	D	LOTUS	449	f 3.05	.....	.....	.....	.....	.....	f 9.40
		1.7								
		OSMAN	451	f 3.01	4.05	11.55	.....	7.57	7.35	f 9.30
		2.2								
		BLUE RIDGE	453	f 2.55	.....	.....	.....	.....	.....	f 9.20
		3.9								
	DN	MANSFIELD W	455	§ 2.48	3.56	11.49	3.08	7.47	7.26	f 9.05
		4.9								
		GALESVILLE	457	f 2.42	.....	.....	.....	.....	.....	f 8.50
		3.2								
	DN	LODGE	463	f 2.39	3.45	11.42	3.00	7.35	7.15	f 8.35
		5.7								
	D	MONTICELLO	465	§ 2.33	3.37	.....	2.53	7.27	.....	f 8.20
		7.3								
	DN	BEMENT WC	181	§ 2.20	3.25	11.29	2.43	7.15	6.50	f 7.50
				AM	AM	AM	PM	AM	PM	AM
				Daily Except Sun.	Daily	Daily	Daily	Daily	Daily	Mon. Wed. Fri.
		Scheduled time		1:46	1:30	0:54	1:05	1:45	1:43	4:00
		Average miles an hour		33.9	39.9	66.5	55.2	34.2	34.8	14.9

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. 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. 45

In Effect Sept. 28, 1952

Westward Trains

Distance from Detroit	STATIONS			Capacity sidings in 45 ft. cars exclusive of engine and caboose.	FIRST CLASS						SECOND CLASS					THIRD CLASS	
					3	17	11	1	21	13	93	83	89	99	91	71	75
					St. Louis Limited	The Midnight	Banner Blue	Wabash Cannon Ball	Blue Bird	Decatur Express	Red Ball Freight	Red Ball Freight	Red Ball Freight	Red Ball Freight	Red Ball Freight	Local Freight	Local Freight
					Daily	Daily	Daily	Daily	Daily	Daily Except Sun.	Daily	Daily	Daily	Daily	Daily	Tues. Thurs. Sat.	Tues. Thurs. Sat.
					AM			PM					AM		PM	AM	
303.9	DN TILTON	WC	DBL TRK	....	2.14	.....	.....	1.07	.....	.....	.....	.....	7.15	.....	11.10	6.45	.....
	2.8																
306.7	NT JCT.			....	2.18	.....	.....	1.10	.....	.....	.....	.....	7.19	.....	11.15	6.53	.....
	1.1																
307.8	D CATLIN			.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	f 6.55	.....
	5.5																
313.3	RYAN			155	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	1.4																
314.7	D FAIRMOUNT		CTC	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	f 7.09	.....
	6.8																
321.5	D HOMER		CTC	125	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	f 7.21	.....
	6.1																
327.6	D SIDNEY			125	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	f 7.35	.....
	4.6																
332.2	D PHILO			60	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	f 7.45	.....
	5.8																
338.0	DN TOLONO			125	§ 2.51	.....	.....	§ 1.43	.....	.....	.....	.....	8.07	.....	12.03	f 8.15	.....
	4.5																
342.5	D SADORUS			E 69	2.57	.....	.....	1.48	.....	.....	.....	.....	8.15	.....	12.09	f 8.25	.....
	6.1																
348.6	D IVESDALE			E 50	3.03	.....	.....	1.54	.....	.....	.....	.....	8.24	.....	12.17	f 8.40	.....
	6.8																
						AM	PM		PM	PM	AM	AM		PM			AM
355.4	DN BEMENT	WC	DOUBLE TRACK	E 122 W 83	3.09	3.20	1.38	2.00	7.17	§ 9.25	12.35	7.10	8.34	7.45	12.26	f 9.15	10.45
	4.0																
359.4	MILMINE			.....	.....	.....	.....	.....	.....	.....	12.42	7.17	8.40	7.55	12.31	f 9.45	10.53
	4.3																
363.7	D CERRO GORDO			E 53	3.17	3.29	1.46	2.08	7.25	9.34	12.48	7.27	8.46	8.05	12.37	f10.20	11.01
	4.1																
367.8	OAKLEY			.....	.....	.....	.....	.....	.....	.....	12.53	7.36	8.52	8.15	12.43	f10.40	11.10
	2.8																
370.6	SANGAMON			.....	.....	.....	.....	.....	.....	.....	12.57	7.42	8.56	8.23	12.47	f11.00	11.15
	1.7																
372.3	BRUSH 17		CTC	.....	3.24	3.37	1.53	2.15	7.32	9.42	1.40	8.15	9.20	8.30	1.10	11.20	11.30
	3.3																
375.6	DN DECATUR 11	WC	CTC	.....	3.35	3.47	1.59	2.22	7.40	9.50	AM	AM	AM	PM	AM	AM	AM
					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.....			.....	1:21	0:27	0.21	1:15	0:23	0:25	1:05	1:05	2:05	0:45	2:00	4:35	0:45
.....	.....Average miles an hour.....			.....	53.1	44.8	57.7	57.3	52.7	48.4	17.1	17.1	33.6	24.8	35.0	15.7	24.8

AUTOMATIC BLOCK SYSTEM

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 Brush:

No. 3 and No. 18.	No. 83 and No. 74.
No. 17 and No. 18.	No. 83 and No. 70.
No. 11 and No. 98.	No. 89 and No. 70.
No. 1 and No. 98.	No. 99 and No. 96.
No. 13 and No. 2.	No. 71 and No. 24.
No. 83 and No. 182.	No. 75 and No. 24.

CHAMPAIGN BRANCH—9th District

Time-Table No. 45

In Effect Sept. 28, 1952

Distance from Sidney	STATIONS			Station number
.....	D SIDNEY	W		121
	3.4			
3.4	DEERS			591
	2.9			
6.3	MIRA			592
	3.2			
9.5	D URBANA		ABS	552
	2.0			
11.5	I. C. JUNCTION		ABS	.....
	0.2			
11.7	D CHAMPAIGN		ABS	553
.....	.....Scheduled time.....			.....
.....	.....Average miles an hour.....			.....

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.

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

Sidney—9th District main track—power controlled switch.

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

Urbana—N. Y. C. No Target. Stop.

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

DECATUR TO TILTON—9th District

Time-Table No. 45

In Effect Sept. 28, 1952

Eastward Trains

STATIONS	Station number	FIRST CLASS 12 Chicago Express Daily Except Sun.	18 The Midnight Daily	24 Blue Bird Daily	4 Wabash Cannon Ball Daily	10 Banner Blue Daily	2 Detroit Limited Daily	SECOND CLASS 82 Red Ball Freight Daily	182 Red Ball Freight Daily	98 Red Ball Freight Daily	90 Red Ball Freight Daily	96 Red Ball Freight Daily	THIRD CLASS 74 Local Freight Mon. Wed. Fri.	70 Local Freight Mon. Wed. Fri.
		PM			PM		PM	AM		PM		PM		PM
DN TILTON WC	118	.....	.....	.....	12.59	.....	10.44	7.55	.....	3.25	.....	10.30	.....	12.20
2.8														
NT JCT.	....	.....	.....	.....	12.53	.....	10.40	7.42	.....	3.10	.....	10.14	.....	11.44
1.1														
D CATLIN	115	.....	.....	.....	12.51	.....	.....	.....	.....	.....	.....	.....	.....	f11.40
5.5														
RYAN	116	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1.4														
D FAIRMOUNT	117	.....	.....	.....	12.43	.....	.....	.....	.....	.....	.....	.....	.....	f11.00
6.8														
D HOMER	119	.....	.....	.....	12.36	.....	.....	.....	.....	.....	.....	.....	.....	f10.30
6.1														
D SIDNEY	121	.....	.....	.....	12.29	.....	.....	.....	.....	.....	.....	.....	.....	f10.10
4.6														
D PHILO	123	.....	.....	.....	12.24	.....	.....	.....	.....	.....	.....	.....	.....	f 9.45
5.8														
DN TOLONO	125	.....	.....	.....	§12.17	.....	§10.01	6.52	.....	2.17	.....	9.21	.....	f 9.20
4.5														
D SADORUS	127	.....	.....	.....	12.09	.....	9.48	6.44	.....	2.09	.....	9.13	.....	f 8.40
6.1														
D IVESDALE	129	.....	.....	.....	12.03	.....	9.42	6.35	.....	2.00	.....	9.04	.....	f 8.20
6.8														
		AM	AM	AM		PM			AM		PM		AM	
DN BEMENT WC	131	§ 2.20	3.25	11.29	11.56	2.43	9.35	6.25	7.15	1.50	6.50	8.55	7.50	f 8.10
4.0														
MILMINE	133	.....	.....	.....	.....	.....	.....	6.19	7.08	1.44	6.43	8.49	7.36	f 7.55
4.3														
D CERRO GORDO	135	2.09	3.15	.....	11.49	2.35	9.27	6.13	7.02	1.38	6.37	8.43	7.30	f 7.48
4.1														
OAKLEY	137	.....	.....	.....	.....	.....	.....	6.07	6.57	1.32	6.32	8.37	7.22	f 7.40
2.8														
SANGAMON	139	.....	.....	.....	.....	.....	.....	6.02	6.52	1.27	6.27	8.32	7.17	f 7.30
1.7														
BRUSH	140	2.01	3.06	11.15	11.41	2.27	9.18	5.55	6.45	1.20	6.20	8.25	7.10	7.20
3.3														
DN DECATUR WC	141	1.55	3.00	11.10	11.36	2.22	9.11							
		AM	AM	AM	AM	PM	PM	AM	AM	PM	PM	PM	AM	AM
		Daily Except Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Mon. Wed. Fri.	Mon. Wed. Fri.
.....Scheduled time.....	.....	0:25	0:25	0:19	1:23	0:21	1:33	2:00	0:30	2:05	0:30	2:05	0:40	5:00
.....Average miles an hour.....	.....	48.4	48.4	63.7	53.8	57.7	46.2	35.0	37.2	33.6	37.2	33.6	27.9	14.0

AUTOMATIC BLOCK SYSTEM — DBL TRK — CTC — DOUBLE TRACK — CTC

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

No. 4 stop on signal at Ivesdale, Sadorus, Philo, Sidney, Homer, Fairmount and Catlin to receive or discharge revenue passengers to or from schedule stops.

No. 70 carry passengers.

Following trains meet on double track between Brush and Tolono:

No. 18 and No. 3. No. 2 and No. 13. No. 96 and No. 99.
No. 18 and No. 17. No. 182 and No. 83. No. 74 and No. 83.
No. 24 and No. 71. No. 98 and No. 11. No. 70 and No. 83.
No. 24 and No. 75. No. 98 and No. 1. No. 70 and No. 89.

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. Louis T. Litzow, Dr. V. O. Fish
Springfield dispensary.....Dr. H. W. Sears

Barry.....Dr. J. Belogorsky
Bement.....Dr. Wm. M. Scott
Bluffs.....Dr. A. A. Kuehn
Carthage.....Dr. J. D. Trotter
Catlin.....Dr. Fritz Koenig
Cerro Gordo.....Dr. Jas. G. Lamb
Champaign.....Dr. H. Curtis Bowser
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. H. L. Greene and 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
Mt. Olive.....Dr. Frank B. Warner
Mt. Sterling.....Dr. R. C. McGann
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. S. Wallace
Saunemin.....Dr. Leo T. Digal
Sidney.....Dr. Martin Koeck III
Staunton.....Dr. Arthur C. Goff
Stonington.....Dr. F. L. Puckett
Streator.....Dr. Rollin S. Moore
Taylorville.....Dr. J. H. Scofield
Tolono.....Dr. Glen F. Fishel
Venice.....Dr. Jacob R. Chalfin

DECATUR TO ST. LOUIS—13th District

Time-Table No. 45

In Effect Sept. 28, 1952

Southward Trains

Distance from Detroit	STATIONS	Capacity sidings in 45 ft. cars exclusive of engine and caboose.	FIRST CLASS 3 St. Louis Limited Daily	FIRST CLASS 17 The Midnight Daily	FIRST CLASS 11 Banner Blue Daily	FIRST CLASS 1 Wabash Cannon Ball Daily	FIRST CLASS 21 Blue Bird Daily	SECOND CLASS 91 Red Ball Freight Daily	SECOND CLASS 93 Red Ball Freight Daily	SECOND CLASS 89 Red Ball Freight Daily	THIRD CLASS 77 Local Freight Daily Except Sun.	THIRD CLASS 79 Local Freight Tues. Thurs. Sat.
			AM	AM	PM	PM	PM	AM	AM	AM	AM	
	DN EAST DECATUR WC	.....	.....	.....	.....	.....	.....	1.40	2.30	10.00	7.30	.....
375.6	DN DECATUR WC	....	3.43	3.57	2.04	2.27	7.43	.....	.....	.....	.....	.....
	0.9											
376.5	DN MERCER ST.	.....	3.46	4.00	2.06	2.29	7.45	1.52	2.42	10.12	7.37	.....
	2.7											
379.2	KNIGHTS	.....	.....	.....	.....	.....	.....	1.57	2.47	10.17	f 7.41	.....
	4.7											
383.9	BOODY	N 111	3.55	4.08	2.13	2.36	7.52	2.04	2.54	10.24	f 7.48	.....
	5.9											
389.8	D BLUE MOUND	.....	.....	.....	.....	.....	.....	2.12	3.02	10.32	f 7.57	.....
	5.5											
395.3	D STONINGTON	.....	4.06	4.18	2.23	2.46	8.02	2.19	3.09	10.39	f 8.05	.....
	3.9											
399.2	WILLEYS	.....	.....	.....	.....	.....	.....	2.24	3.14	10.44	f 8.10	.....
	4.8											
404.0	DN TAYLORVILLE W	N 72 S 46	4.16	§ 4.34	2.31	§ 2.55	8.11	2.30	3.21	10.50	f 8.20	.....
	8.4											
412.4	PALMER	.....	.....	.....	.....	.....	.....	2.41	3.34	11.01	f 8.31	.....
	3.8											
416.2	D MORRISONVILLE	.....	4.29	4.51	2.44	3.08	8.23	2.46	3.40	11.06	f 8.38	.....
	6.0											
422.2	D HARVEL	N 61	.....	.....	.....	.....	.....	2.54	3.50	11.14	f 8.46	.....
	3.3											
425.5	RAYMOND	N 63	4.39	5.02	2.52	3.16	8.31	2.58	3.55	11.18	f 8.51	.....
	5.3											
430.8	HONEY BEND	.....	4.46	5.08	.....	.....	.....	3.05	4.03	11.26	f 8.58	AM
	5.7											
436.5	28 LITCHFIELD	N 87 S 97	§ 5.00	§ 5.20	3.03	§ 3.27	8.41	3.14	4.12	11.35	9.15	6.15
	8.1											
444.6	D MT. OLIVE	.....	5.14	5.32	3.12	3.37	.....	3.25	4.26	11.46	AM	f 6.30
	1.5											
446.1	KARNES WC	.....	.....	.....	.....	.....	.....	3.27	4.29	11.49	.....	f 6.35
	4.2											
450.3	STAUNTON	S 122	5.24	5.42	3.18	3.43	8.55	3.33	4.36	11.55	.....	f 6.45
	1.8											
452.1	DN DECAMP	.....	.....	5.45	.....	.....	.....	3.36	4.39	11.58	.....	6.48
	4.1											
456.2	WORDEN	.....	.....	.....	.....	.....	.....	3.42	4.46	12.04	.....	f 6.58
	4.3											
460.5	CARPENTER	.....	5.40	5.56	3.27	3.52	9.04	3.49	4.53	12.10	.....	f 7.09
	6.6											
467.1	DN EDWARDSVILLE	N 51	5.53	§ 6.14	3.33	4.01	9.10	4.00	5.05	12.20	.....	f 7.30
	7.9											
475.0	MITCHELL	.....	6.10	6.23	3.40	4.09	9.18	4.14	5.20	12.40	.....	f 7.45
	2.5											
477.5	NAMEOKI	.....	.....	.....	.....	.....	.....	4.20	5.25	12.46	.....	f 7.50
	3.0											
480.5	DN GRANITE CITY	.....	6.23	f 6.38	3.45	4.15	9.26	4.30	5.50	1.15	.....	f 8.00
	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	6.15	1.30	.....	8.30
	1.2											
485.0	BRIDGE JCT.	.....						AM	AM	PM	.....	AM
	0.6											
485.6	EAST ST. LOUIS	.....						.....	.....	.....	.....	.....
	3.2											
488.8	ST. LOUIS WC	.....	7.15	7.30	4.35	5.05	10.10	.....	.....	.....	.....	.....
			AM	AM	PM	PM	PM					
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sun.	Tues. Thurs. Sat.
.....	.....Scheduled time.....	.....	3:32	3:33	2:31	2:38	2:27	3:25	3:45	3:30	1:45	2:15
.....	.....Average miles an hour.....	.....	34.5	34.3	48.4	46.3	49.7	31.6	28.8	30.9	34.8	21.0

	3	17	11	1	21
Time due Delmar	AM	AM	PM	PM	PM
	6.50	7.05	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 to discharge revenue passengers from Chicago, or to receive revenue passengers for St. Louis and at 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 and Litchfield to receive revenue passengers for St. Louis.

No. 1 stop at Mt. Olive to discharge revenue passengers from Danville or scheduled stops east thereof and stop at Edwardsville and Granite City to discharge revenue passengers.

No. 77 and 79 carry passengers.

10-13-52 (7)

ST. LOUIS TO DECATUR—13th District

Time-Table No. 45

In Effect Sept. 28, 1952

Northward Trains

STATIONS	Station number	FIRST CLASS 24 Blue Bird Daily AM	4 Wabash Cannon Ball Daily AM	10 Banner Blue Daily PM	2 Detroit Limited Daily PM	18 The Midnight Daily AM	SECOND CLASS 82 Red Ball Freight Daily AM	98 Red Ball Freight Daily PM	96 Red Ball Freight Daily PM	THIRD CLASS 76 Local Freight Daily Except Sun. PM	78 Local Freight Mon. Wed. Fri.
DN EAST DECATUR WC	141	.....	.....	.....	.....	.....	5.05	12.35	7.30	12.40	.....
DN DECATUR WC	141	11.07	11.31	2.17	8.51	2.50	.....	.....	.....	.....	.....
0.9											
DN MERCER ST.	.....	11.04	11.28	2.14	8.48	2.47	4.37	12.15	7.08	12.24	.....
2.7											
KNIGHTS	266	.....	.....	.....	.....	.....	4.32	12.10	7.03	f12.18	.....
4.7											
BOODY	267	10.57	11.19	2.07	8.40	2.39	4.25	12.02	6.56	f12.11	.....
5.9											
D BLUE MOUND	269	.....	.....	.....	.....	.....	4.17	11.53	6.48	f12.01	.....
5.5											
D STONINGTON	271	.....	11.08	1.57	8.30	2.26	4.09	11.45	6.40	f11.52	.....
3.9											
WILLEYS	278	.....	.....	.....	.....	.....	4.04	11.40	6.34	f11.45	.....
4.8											
DN TAYLORVILLE W	275	10.39	§10.58	1.49	§ 8.21	§ 2.14	3.57	**11.33**	6.27	**f11.33**	.....
8.4											
PALMER	279	10.31	.....	1.41	.....	.....	3.46	11.22	6.16	f11.08	.....
3.8											
D MORRISONVILLE	281	.....	10.43	.....	8.07	1.55	3.41	11.17	6.11	f11.00	.....
6.0											
D HARVEL	288	10.23	10.38	1.33	8.02	1.49	3.33	11.09	6.03	f10.51	.....
3.3											
RAYMOND	285	.....	.....	.....	.....	.....	3.28	11.04	5.58	f10.46	.....
5.3											
HONEY BEND	287	10.16	10.31	.....	7.54	1.41	3.21	10.57	5.50	f10.38	AM
5.7											
28 LITCHFIELD	289	10.10	§10.25	1.19	§ 7.47	§ 1.33	3.13	10.49	5.41	10.30	9.30
8.1											
D MT. OLIVE	291	10.03	10.14	1.10	7.35	1.20	3.02	10.38	5.30	AM	f 9.05
1.5											
KARNES WC	292	.....	.....	.....	.....	1.18	2.59	10.35	5.27	.....	f 8.57
4.2											
STAUNTON	293	9.58	10.09	1.05	7.30	1.13	2.53	10.28	5.21	.....	f 8.47
1.8											
DN DECAMP	.....	.....	.....	.....	.....	.....	2.50	10.25	5.18	.....	8.37
4.1											
WORDEN	295	.....	.....	.....	.....	1.06	2.44	10.19	5.13	.....	f 8.29
4.3											
CARPENTER	297	.....	10.00	.....	7.21	1.01	2.38	10.12	5.07	.....	f 8.19
6.6											
DN EDWARDSVILLE	299	9.44	§ 9.53	12.50	§ 7.13	12.53	2.28	10.01	4.58	.....	f 8.09
7.9											
MITCHELL	303	9.37	9.43	12.42	7.03	12.42	2.18	9.51	4.48	.....	f 7.49
2.5											
NAMEOKI	305	.....	.....	.....	.....	.....	2.14	9.47	4.44	.....	f 7.45
3.0											
DN GRANITE CITY	307	9.32	9.37	12.37	6.56	12.34	2.10	9.43	4.40	.....	f 7.40
3.3											
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	.....	7.30
1.2											
BRIDGE JCT.	.....						AM	AM	PM	.....	AM
0.6											
EAST ST. LOUIS	311						.....	.....	.....	.....	.....
3.2											
ST. LOUIS WC	601	8.55	9.00	12.00	6.15	11.50	.....	.....	.....	.....	.....
		AM	AM	NOON	PM	PM					
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sun.	Mon. Wed. Fri.
.....Scheduled time.....	.....	2:12	2:31	2:17	2:36	3:00	3:05	3:05	3:00	2:10	2:00
.....Average miles an hour.....	.....	55.4	48.4	53.4	46.9	40.6	35.0	35.0	36.0	28.1	23.6

TOMATIC BLOCK SYSTEM — DOUBLE TRACK

	24	4	10	2	18
	AM	AM	PM	PM	AM
Time due Delmar	9.08	9.13	12.13	6.30	12.07

915 at Pasadena

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, Litchfield 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 and 78 carry passengers.

DECATUR—OUTER DEPOT—10th District

Time-Table No. 45

In Effect Sept. 28, 1952

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
67	73	89	91							98	90	82	70
Freight	Local Freight	Red Ball Freight	Red Ball Freight							Red Ball Freight	Red Ball Freight	Red Ball Freight	Local Freight
Daily	Mon. Wed. Fri.	Daily	Daily							Daily	Daily	Daily	Tues. Thurs. Sat.
PM	AM	AM	AM							PM	PM	AM	PM
3.30	6.30	10.01	2.45			DN EAST DECATUR WC	DBL TRK	141	....	12.30	5.50	4.30	12.45
.....	.....	.....	.....	375.6		DN DECATUR WC		141	.....	.....	.....	.....	.....
3.40	6.40	10.13	2.57	376.5		0.9 DN MERCER STREET		.....	.....	12.05	5.25	3.45	12.30
.....	f 6.58	.....	.....	382.8		6.3 HARRISTOWN		145	99	.....	.....	.....	f12.10
.....	f 7.08	.....	.....	387.2		4.4 D NIANTIC		147	.....	.....	.....	.....	f11.55
.....	f 7.20	.....	.....	391.1		3.9 D ILLIOPOLIS W	MBRC	149	130	.....	.....	.....	f11.35
.....	f 7.35	.....	.....	396.8		5.7 LANESVILLE		151	.....	.....	.....	.....	f11.10
.....	f 7.45	.....	.....	400.0		3.2 BUFFALO		153	.....	.....	.....	.....	f10.55
.....	f 7.55	.....	.....	402.9		2.9 D DAWSON		155	111	.....	.....	.....	f10.40
.....	f 8.05	.....	.....	407.8		4.4 RIVERTON		157	.....	.....	.....	.....	f10.26
4.54	8.15	11.15	3.59	411.2		3.9 DN STARNE		158	99	9.52	4.24	2.38	10.19
.....	.....	.....	.....	.....		2.8 SPRINGFIELD		159	.....	.....	.....	.....	.....
5.23	f 8.35	11.35	4.28	414.7		0.7 DN SHOPS WC		159	.....	9.35	4.07	2.21	f10.05
5.27	8.39	11.39	4 32	416.2		1.5 DN ILES		.....	124	9.15	3.57	2.06	f 9.45
.....	f 8.49	.....	.....	420.1		3.9 SANGER		163	....	.....	.....	.....	f 9.37
.....	f 8.59	.....	.....	423.0		2.9 CURRAN	MBRC	165	125	.....	.....	.....	f 9.30
.....	f 9.13	.....	.....	427.3		4.3 BATES		167	86	.....	.....	.....	f 9.20
.....	f 9.30	.....	.....	430.6		3.3 D NEW BERLIN		169	126	.....	.....	.....	f 9.10
.....	.....	.....	.....	433.2		2.6 ISLAND GROVE		171	....	.....	.....	.....	.....
.....	f 9.56	.....	.....	437.4		4.2 D ALEXANDER		178	104	.....	.....	.....	f 8.55
.....	f10.14	.....	.....	443.0		5.6 ARNOLD		176	121	.....	.....	.....	f 8.42
6.32	f10.24	12.39	5.47	447.9		4.9 DN JACKSONVILLE W		179	73	8.01	3.11	1.16	f 8.34
6.42	f10.34	12.49	5.57	453.0		5.1 MARKHAM		181	98	7.52	3.03	1.08	f 8.24
6.52	f10.44	12.59	6.07	457.9		4.9 DN CHAPIN		183	125	7.42	2.53	12.58	f 8.14
7.13	f11.01	1.15	6.28	465.4		7.5 DN BLUFFS WC		189	142	7.14	2.30	12.35	f 7.46
7.22	f11.09	1.23	6.37	469.8		3.9 NAPLES		241	75	7.03	2.22	12.27	f 7.35
7.37	f11.24	1.33	**6.52**	478.8		4.5 D VALLEY CITY W		248	72	**6.52**	2.08	12.13	f 7.24
7.57	f11.44	**1.56**	**7.12**	478.7		4.9 D GRIGGSVILLE		245	75	6.40	**1.56**	12.01	f **7.12**
8.07	f11.51	2.03	7.22	482.1		3.4 MAYSVILLE		247	20	6.33	1.49	11.54	f 7.02
8.29	f12.10	2.21	7.44	488.9		6.8 DN BAYLIS		253	.....	6.20	1.36	11.40	f 6.50
8.39	f12.17	2.27	7.54	491.2		2.3 HADLEY		.....	121	6.13	1.31	11.34	f 6.42
8.59	f12.34	2.42	8.15	498.9		7.7 D BARRY		257	.....	5.51	1.14	11.17	f 6.28
9.03	f12.37	2.46	8.18	499.9		1.0 MAGNER		258	55	5.47	1.12	11.13	f 6.20
9.10	f12.44	2.52	8.25	502.9		3.0 D KINDERHOOK W		259	61	5.40	1.07	11.08	f 6.14
9.17	f **1.00**	2.57	8.32	505.7		2.8 D HULLS		261	125	5.30	**1.00**	11.01	f 6.04
9.38	1.17	3.14	8.53	514.1		8.4 EAST HANNIBAL		263	91	5.14	12.47	10.48	f 5.49
9.40	1.19	3.16	8.55	514.4		0.3 DN BRIDGE		.....	....	5.11	12.45	10.46	5.46
.....	f 1.29	.....	.....	515.7		1.3 HANNIBAL		265	....	.....	.....	.....	f 5.40
10.10	1.40	4.10	9.50	517.8		2.1 DN OUTER DEPOT WC		265	.....	4.55	12.30	10.30	5.30
PM	PM	PM	AM							AM	PM	PM	AM
6:40	7:10	6:09	7:05	.....		.....Scheduled time		.....	.....	7:35	5:20	6:00	7:15
21.3	19.8	23.1	20.0	.....		.....Average miles an hour		.....	.....	18.7	26.6	23.7	19.6

AUTOMATIC BLOCK SYSTEM

AUTOMATIC BLOCK SYSTEM

Nos. 70 and 73 carry passengers.

Westward THIRD CLASS 3 Local Freight Daily	Distance from Detroit	Time-Table No. 45 In Effect Sept.28, 1952 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			
f 8.35	471.4	D MEREDOSIA W	191	16	f 6.20
		4.0			
f 8.47	475.4	PERRY SPRINGS	193	.....	f 6.04
		3.6			
f 8.59	479.0	VERSAILLES	195	14	f 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			
f 9.47	488.0	D MT. STERLING W	201	.....	f 5.20
		6.0			
f10.03	494.0	TIMEWELL	203	.....	f 5.03
		4.9			
f10.19	498.9	D CLAYTON	205	15	f 4.50
		3.8			
f10.30	502.7	BLACKS	221	6	f 4.39
		2.9			
f10.42	505.6	DN GOLDEN	223	.....	f 4.29
		2.9			
f10.51	508.5	CHATTON	225	26	f 4.20
		5.8			
f11.10	514.3	D BOWEN	227	.....	f 4.06
		4.7			
f11.23	519.0	D DENVER	229	.....	f 3.53
		3.9			
f11.33	522.9	BENTLEY	231	.....	f 3.40
		5.1			
f11.57	528.0	D CARTHAGE W	233	10	f 3.25
		5.4			
f12.22	533.4	D ELVASTON	235	.....	f 3.05
		6.5			
f12.32	539.9	D HAMILTON	237	.....	f 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, Brush, East Decatur, Decatur, 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.

60 miles an hour, or 1 mile in 1 minute with class M-1, O-1, D-15, D-30 and D-45 engines.

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

FREIGHT & PASSENGER TRAINS

10TH DISTRICT

50 Miles an Hour or 1 mile in 1 minute, 12 seconds.

40 Miles an Hour or 1 mile in 1 minute, 30 seconds between Mile Post 465, at Bluffs, and MP 472 located one and eight-tenths (1.8) miles East of Valley City.

35 Miles an Hour or 1 mile in 1 minute, 42 seconds between west switch Markham and MP 465 at Bluffs.

35 Miles an Hour or 1 mile in 1 minute, 42 seconds between MP 472 located one and eight-tenths (1.8) miles east of Valley City and MP 487 located 5 miles west of Maysville.

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

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.

Engines without cars and self-propelled equipment must not exceed the following speeds when moving in automatic block signal or traffic control system, through interlockings or approaching highway crossings protected by automatic warning devices—

Light steam engines, single unit diesel engines and self-propelled equipment ..... 20 MAH

Two unit diesel engines..... 30 MAH

Three unit diesel engines..... 40 MAH

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

Diesels D-20, D-22, or single units of a D-30 or D-45, or A and B unit of a D-45 running backwards must not exceed 25 miles an hour.

Steam 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-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, steam engines running backward, with or without cars, must not exceed 25 miles an hour.

On the Sullivan, Streator, Keokuk and Pittsfield Branches, steam 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.

CENTRALIZED TRAFFIC CONTROL SYSTEM

Between N.T. Jct. and Tolono, 9th Dist.

520. Trains will move as authorized by signal indications which will supersede time-table superiority of trains but will not dispense with the use or observance of other signals whenever and wherever they may be required.

521. Trains will maintain their authorized identity and continue the display of classification and marker signals.

522. Train movement will be governed by signal indication as provided for under fixed signals, Pages 79-91 of Rules and Regulations of the Transportation Department.

Operation between N.T. Jct. and Tolono, Illinois, will be by Centralized Traffic Control System in accordance with Rules 261, 263, 264 and Special Instructions.

523. When a train is stopped by a stop signal at end of siding and the cause is not apparent, the conductor or engineman will communicate with train dispatcher. If conditions require the train dispatcher will issue clearance, which will be copied on C.T.C. Permissive Form 439 when train may proceed at restricted speed as authorized. If cause is apparent and signal continues to display "stop" indication for five minutes, the conductor or engineman must report to train dispatcher for instructions.

524. When a train is stopped by stop signal governing movement over Power controlled switch and means of communication have failed, after every possible effort has been made to establish communication with the train dispatcher, should no cause for detaining the train be apparent, the conductor, after a thorough understanding with the enginemen will arrange, if necessary, for hand-operation of the switch in the route to be used, after which train may proceed, preceded by a flagman, a sufficient distance to insure full protection, to the next point of communication, or to the next block signal, displaying proceed indication, expecting to find a train or obstruction in block, switch not properly lined, a car inside the clearance point or a broken rail. After train has cleared the plant all switches must be restored to normal operating position. Complete report must be made to trainmaster from first point of communication.

525. Should it become necessary for a train or engine to reverse movement, such movement must be made under flag protection, but must not pass a signal, which governs movement over a POWER controlled switch, in reverse movement without permission from the train dispatcher.

526. If head end of train passes a signal governing movement over a POWER controlled switch and then reverse movement is made, so it is again in rear of signal, the train dispatcher must be notified at once.

527. Switch at end of double track at Tolono is operated by signalman but eastward signals are controlled jointly by signalman and train dispatcher.

Eastward trains when stopped by stop signal at this location in addition to receiving hand signal from signalman with yellow flag by day and yellow light by night per rule 608, must secure C.T.C. permissive card Form 439 authorizing the movement.

528. POWER switches and signals at the following locations are controlled and operated by train dispatcher at Decatur:

End double track N.T. Jct.
East and west end siding Ryan.
East and west end siding Homer.
East and west end siding Sidney.
Junction switch Champaign Branch, Sidney.
East end siding Tolono.

Switches at the following locations are equipped with electric locks and pipe connected derails.

Catlin—House track.
Fairmount—House track and Stock track.
Homer—Team track and Stock track.
Sidney—Elevator track.
Philo—East and West end siding.
Tolono—South long track.

On the following crossovers the main track switches are equipped with electric locks and inside switch of crossover is mechanically locked.

Catlin—Mine track.
Tolono—Crossover and south Wye.

On the above crossovers, the inside switch cannot be thrown until main track switch is reversed. Inside switch must be lined to normal before main track switch can be lined for main track.

529. There is a dual-control attachment which is a part of each POWER Switch machine located at each control switch.

A cast iron "N" on the first cross tie ahead of the switch points indicate the normal position of switch points. A cast iron "R" indicates reverse position of switch points.

Detailed instructions for operation will be found in concrete houses adjacent to POWER switches.

530. To obtain authority for hand operation of POWER Switch, trainman must inform dispatcher of movement to be made and secure permission. Train must make first move on signal indication. After authority has been obtained to operate POWER switch by hand and after first move has been made on signal indication, trainman must move selector lever to HAND position. Selector lever must remain in HAND position during hand operation.

531. Before a train may proceed on hand signals from a stop signal under authority of dispatcher or under flag protection, trainman must operate the switch points with the hand-throw lever regardless of position found and line the switch to the route desired.

532. When it is necessary to line POWER switch by use of hand-throw lever, trainman must notify engineman when selector lever is in the HAND position and also notify him when it is returned to MOTOR position.

533. When selector lever is moved to HAND position, signals governing movement over POWER switch will indicate stop. Under these conditions, the train or engine authorized to use switch may consider indications of these signals suspended, and may make movements over switch as necessary during time selector lever is in HAND position.

534. Enginemen must not accept hand signals against fixed signals in making movements over a POWER switch unless selector lever of dual-control switch machine has been placed in HAND position and switch operated by hand-throw lever, or unless in an emergency, when they are fully informed as to the circumstances and the switch points have been spiked, if necessary.

535. The permission granted by train dispatcher to a trainman to hand operate a dual-control switch does not authorize any part of train or engine to move beyond the designated limits, even though the selector lever is operated.

536. If and when movements beyond the designated limits are necessary during the time the dual-control switch is being hand operated, the trainman must communicate with the train dispatcher and be governed by his instructions.

537. If additional time is required, trainman must, before time limit has expired, report to the train dispatcher for instructions.

538. When time limit expires or work is completed, trainman must restore hand-throw lever to normal position and selector lever to "motor-operating" position and lock both the selector and hand-throw levers and so report to the train dispatcher and, at the same time, notify him of the location of his train or engine.

539. To hold main track to do work or to operate a main track hand throw switch in the vicinity of a POWER switch a trainman must secure permission from the train dispatcher, and must have an understanding as to the length of time the main track can be used and must be in the clear in the time specified.

540. To hold the main track to do work at points not in the vicinity of a track or siding equipped with POWER switch, or switches, the conductor or enginemen must obtain permission from train dispatcher before leaving the controlled track or siding.

541. When conditions require the train dispatcher will issue authority to work which will be copied on C.T.C. Work Permit Form 440, showing working and time limits authorized.

542. When work has been completed or train or engine is clear of main track and switch closed and locked, or time limit has expired, a trainman must report to the train dispatcher, stating circumstances, location of train or engine, and the governing signal. If additional time or extension of working limits are required, they must be authorized by the train dispatcher and handled in the same manner.

544. Electrically locked hand throw switches:

A. Train or engine desiring to enter electric locked switch must stop on releasing track instrument about 100 feet ahead of switch. With lock released the switch can be handled in the regular manner.

B. Train or engine desiring to leave electric locked switch must stop clear of track to be entered and trainman must proceed as follows:

1. Secure authority from train dispatcher, remove padlock, wait until electric lock is released, and then the switch can be handled in regular manner.
2. When movement over switch is completed, return switch to normal and lock, notifying train dispatcher when done.

C. When electric lock is out of order, inform the train dispatcher and secure authority to break seal, then lift cover, insert and turn switch key to release lock. After lock has been released train or engine desiring to leave electric locked switch must wait five minutes before lining switch and fouling the track to be entered. When seal has been broken, wire report must be made to trainmaster.

545. Telephones are located in concrete house near power operated switches, also at or near electric locked switches, and at clearance point of junction switch Champaign branch, Sidney.

546. A signal indicating "Stop", which is evidently out of order must be reported to the train dispatcher from the first available point or communication, giving number of the signal.

547. A POWER switch known or thought to be out of order, must be reported to the train dispatcher from the first available point of communication and if necessary a flagman must be left to notify all trains that would be affected, until relieved by a signal department employe or by instructions from the train dispatcher.

548. Running switches must not be made over electrically locked or POWER switches.

INSTRUCTIONS FOR MOVEMENT OF TRAINS BETWEEN BRUSH INTERLOCKING AND DECATUR DEPOT 9TH DIST.

Train movements over single track passenger main between Brush interlocking and Jasper Street connection, Decatur, will be in accordance with Transportation Department Rule 261.

Trains will move as authorized by signal indications which will supersede time-table superiority of trains but will not dispense with the use or observance of other signals whenever and wherever they may be required.

Trains will maintain their authorized identity and continue the display of classification and marker signals.

Train movement will be governed by signal indications as provided for under fixed signals, Pages 79-91 of Rules and Regulations of the Transportation Department.

Movements on single track passenger main between Brush Interlocking and Decatur depot will be under the jurisdiction of the yardmaster.

On train movements between Decatur depot and end of signal circuit on single track passenger main at Jasper Street enginemen must know route is lined and track is clear.

Eastward trains leaving Decatur depot and routed over single track passenger main will not foul Jasper Street crossover nor connection to passenger main at Jasper Street if entrance signal to passenger main is displaying stop indication.

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.

No train order signal Forrest. All trains must receive clearance of proper form.

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.

No train order signal Forrest. All trains must receive clearance of proper form.

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 an 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 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, Brush, East Decatur, passenger station Decatur, and in enginemen's register room, Decatur roundhouse.

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

All trains must not exceed 25 miles an hour through turnouts at end of double track Tolono and N.T. Jct. and 30 miles an hour through turnout at end of double track Brush.

All trains must not exceed 15 miles an hour through all other main track turnouts except turnouts controlled by power operated switches movement over which is governed by signal indication.

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

Eastward inferior trains passing N.T. Jct. on time of superior trains will move with current of traffic in accordance with Rules 93 and 251 to Tilton where train orders will be issued directing further movement.

When necessary to move against the current of traffic from N.T. Jct. to Tilton, upon instructions from train dispatcher for the movement, a push button located in concrete house at N.T. Jct. must be operated before proceed signal can be displayed for movement over power switch. Movement through yard limits to be made in accordance with Rule 93.

Eastward trains will respect their scheduled time at end of double track N.T. Jct.

Westward trains will respect their scheduled time at Tolono.

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, Brush 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 westward trains affected will examine register, unless given clearance on the register by train dispatcher.

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.

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

Eastward trains must not exceed 15 miles an hour while train is within interlocking limits.

Inferior trains may run ahead of superior trains between Jasper Street 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 must not exceed 10 miles an hour while any portion of train is on Bridge 508 Illinois River at Valley City.

All trains must not exceed 15 miles an hour through all 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 coupled with a Class D-30 or D-45 Engine. Also Class D-30, D-45 engines and a class D-30 and a class D-45 coupled may doublehead.

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 westward trains between East Hannibal and Bridge governed by Signal Indication.

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
Between 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. Train movements will be governed by signal indication as provided for under fixed signals pages 79-91 of Rules and Regulations of the Transportation Department.

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 at restricted speed.

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.

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 displaying 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 indication, Rule 296, will be displayed for trainman to set switch for movement from siding to main track and then upon signal displaying "Proceed" indication, Rule 281, 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 295 for trainmen to set switch and train must enter siding. A flashing yellow indication on bottom unit, Rule 286(a) will be displayed for train to proceed on main track preparing to stop at next signal at end of siding; train exceeding medium speed must at once reduce to that speed.

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

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 at restricted speed 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 another train or obstruction or switch not properly lined, and look out for 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, or work permit has expired, 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 668 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. F-4 engines only permitted over Br. 280.

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, 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 Jasper Street and Mercer Street, 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.

Northward trains operating through Mercer St. interlocking, must not exceed 20 miles an hour until after the engine or leading car has passed the junction. Southward trains must not exceed 15 miles an hour while train is within interlocking limits.

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, Taylorville, Mitchell-Granite City and Brooklyn are designated by "Yard Limit" boards.

RAILROAD CROSSINGS AND JUNCTIONS.

6TH DISTRICT.

W. L. Jct.—C. & W. I.
Loomis St.—B. R. C. No derails.
Forest Hill—B. & O. C. T. and P. R. R.
Ashburn—C. T. W. No derails.
Chicago Ridge—I. H. B. No derails.
} 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 derails.
} Governed by interlocking

7TH DISTRICT.

Forrest—T. P. & W. No derails.
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

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.

NT Jct.—End of double track. Power controlled switch.

Sidney-Champaign Branch Jct.—POWER controlled switch.

Tolono. { I. C. / End of double track. No derails. } Governed by interlocking
Bement—7th District junction—No derails. }

Bement—8th District junction—Normal position of switch for 9th District. Stop.

Brush—End of double track / Entrance to yard / No derails } Governed by Interlocking

Lukey—0.5 mile west of Brush.
Yard Crossing
Main track movements governed by signal indication.

Burwell—0.5 mile west of Lukey.
Yard Crossing
Main track movements governed by signal indication.

Staley—22nd Street
Yard Crossing
Main track movements governed by signal indication.

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

Diverging route signals Rule 283 or 286 are located at the following points:
Sidney, Ill.
Westward Home Signal East end siding—to Champaign Branch
Bement, Ill.
Eastward Home Signal.....to 7th District

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. 1.3 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—East Connection of Junction of C. B. & Q. Normal position of switch for main track. Trains from C. B. & Q. connections. Stop.

East Hannibal West Connection—Junction of C. B. & Q.
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.

Diverging route signals Rule 283 or 286 are located at the following points:
Decatur, Ill.—Mercer Street
Westward Home Signal.....to 10th District
Granite City
Southward Home Signal.....to Brooklyn

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.

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 13 cars.

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.

Oak—Station No. 159—3.9 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—3.1 miles west of Alexander; connected both ends; capacity, 34 cars.

Pittsfield—station No. 249—6.3 miles south of Maysville.

13TH DISTRICT.

Mine No. 58 Lead—On southward track, 1 mile south of Taylorville; connected north end; capacity 152 cars.

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

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

Mine No. 14 Lead—On southward track, 1.2 miles north of Staunton; connected north end; capacity 234 cars.

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
D-45	9600	8210	7260	6420	12300	10515	9285	8240	12300	10515	9285	8240	15500	12850	11035	9780	D-45
D-30	6400	5475	4840	4280	8200	7010	6190	5490	8200	7010	6190	5490	10330	8565	7355	6520	D-30
D-15	3200	2737	2420	2140	4100	3505	3095	2745	4100	3505	3095	2745	5165	4287	3677	3260	D-15
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

	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
D-45	6900	6330	5830	5350	7700	6990	6390	5800	9350	8340	7575	6805	8650	7845	7170	6495	D-45
D-30	4600	4220	3885	3565	5130	4660	4260	3865	6230	5560	5050	4535	5765	5230	4780	4330	D-30
D-15	2300	2110	1942	1782	2565	2330	2130	1932	3115	2780	2525	2267	2882	2615	2390	2165	D-15
O-1	3720	3415	3140	2880	4575	4150	3800	3440	5110	4565	4140	3720	4440	4080	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

	Bluffs to Hannibal				Bluffs to Springfield				Hannibal to Bluffs				Springfield and Decatur—Springfield to Bluffs				
Car Factor	3				7				8				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	8530	7600	6910	6210	7670	6950	6375	5760	D-45
D-30	2720	2605	2480	2370	5110	4630	4250	3840	5690	5070	4610	4140	5110	4630	4250	3840	D-30
D-15	1360	1302	1240	1185	2555	2315	2125	1920	2845	2535	2305	2070	2555	2315	2125	1920	D-15
M-1	1950	1880	1780	1710	3900	3540	3240	2930	4600	4170	3820	3460	4600	4170	3820	3460	M-1
K-3-4 B	2045	1950	1865	1810	3725	3375	3090	2800	4490	4070	3730	3380	4490	4070	3730	3380	K-3-4 B
K-3-4	1720	1645	1565	1515	3155	2860	2620	2370	4010	3635	3330	3015	4010	3635	3330	3015	K-3-4
K-1	1450	1390	1320	1275	2530	2295	2100	1905	3360	3045	2790	2530	3360	3045	2790	2530	K-1

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 J-1, D-45 and D-30 will be as follows on the 6th, 7th, 9th and 13th Districts:

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

Class D-45 and D-30 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.

Any diesel unit handled dead in train will be counted as an additional 125 tons.